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BIRTHS.

On the 26th JULY, at Shanghai, the wife of WILLIAM YOUNG, of a son.
On the 27th JULY, at Shanghai, the wife of M. GOLDMAN, of a son.
On 20th JULY, at Shanghai, the wife of G. M. BILLINGS, of a daughter.
On the 31st JULY, at "Hazelwood," Shanghai, the wife of H. W. ROBERTSON, of a daughter.

DEATH.

At the Italian Convent on the 1st August, 1906, MARIE ELZEN BURKE, aged 2 years and 7 months, the dearly beloved daughter of H. A. Burke, of the Pacific Mail Steamship Company.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, AUGUST 4, 1906.

EVENING CLASSES FOR HONGKONG.

(28th July.)

Nearly twelve months ago, we commented on the action of the educational authorities in Shanghai in establishing evening continuation classes for the benefit of those who desired to increase their knowledge of literary and technical subjects. We had the temerity to suggest that the Government of Hongkong might be induced to follow the example of the northern Settlement, in order that the intelligent and studious youth of the Colony, who had been compelled to relinquish their day studies, might have an opportunity of extending their elementary education by attending evening classes. As a rule, to suggest innovations of such a character is to cry in the wilderness; but fortunately Hongkong is blessed with a Govern-

nor at present who is keenly alive to the advantages of education and loses no occasion to point out its potentialities. For many months His Excellency Sir Matthew Nathan has had the idea in mind, and when the school prize distributions were in flood in the early part of the year he seldom failed to refer to the proposed inauguration of evening continuation classes to be held under the auspices of the Government. The result of His Excellency's initiative and energy is now seen in the prospectus published in this week's *Gazette*. The evening continuation classes will begin on Wednesday, 3rd October, and the subjects which will be taught should appeal to a wide section of the younger generation. There will be three courses: commercial, engineering, and science, and the classes and subjects to be taught are graded to meet the requirements of the learner as well as the advanced students. From a glance at the proposed work of the classes, it is clear that if the student diligently pursues his studies he is bound at the end of three sessions to have acquired a useful knowledge of the subjects for which he has entered. The commercial section which will doubtless be largely attended by those who intend to follow a clerical career, or are already engaged in city offices, is admirably framed for the needs of those whose education is imperfect in the essentials. The industrious pupil has the choice of attending classes in shorthand, book-keeping, commercial geography, commercial arithmetic, modern languages (French, German, Japanese and advanced English), and letter-writing. There are many in Hongkong besides those who are compelled to work for a living who would derive immense benefits from a course of instruction in two or more of these subjects. Shorthand is put in the forefront, but shorthand scarcely deserves that prominence. In the United Kingdom hundreds annually attend the opening classes in phonography and sedulously commit outlines to their memories, but the drudgery of learning shorthand quickly falls and the students drop off until only half a dozen enthusiasts are left at the end of the session to claim the reward of their diligence. No applicant should be received as a pupil in the shorthand class unless he is thoroughly grounded in English, and we might go farther and say that no pupil should be admitted in the class until he has passed a fair examination in advanced English. Shorthand is merely an auxiliary, not an essential. It is amusing to hear people bewail the fact that they did not learn shorthand in their youth when every sentence they utter is punctuated with solecisms and marked by execrable grammar. Of course, shorthand is a desirable accomplishment, especially in a clerk; but it does nothing to train the mind. It is a purely mechanical art. If pupils studied English in the first place, acquired a working knowledge of commercial geography, and proved themselves reasonably proficient in commercial arithmetic, then let them take up shorthand for the study of that subject will prove, in a measure, a lesson in mnemonics. For Chinese pupils, who have passed in English, shorthand is specially to be recommended, because the placing of the vowels teaches the recognised and proper pronunciation of words which are not often used in ordinary conversation. Nothing is more racking than to hear a presumably educated man stumbling over common words; the Latinist shudders when he hears a false quantity, but what can be said of the Britisher who blunders like a bull through his own language? Commercial geography will be illustrated by lantern views, and expositions are to be given on such matters as the birth of cities, transport, distribution of population, the world's markets and trade routes, etc. There should be a large number attracted to the class in commercial arithmetic, for among the questions to be dealt with under this heading are such brain-twisters as local currency, exchange problems, Chinese, Indian and Japanese money and weights, partnerships, commission and insurance, etc. The teacher who seeks to inform the youthful mind of the causes which lead to the appreciation or depreciation of the dollar, and to explain the reason why the Singapore dollar is at a premium, and subsidiary dollar is rejected in Hongkong has a task before him from which even the redoubtable W. J. Bryan might shrink. Mr. Balfour has confessed that on the subject of bi-metalism he is as a little child, and how the problems of exchange are to be expounded and explained without reference to the monetary metals it is difficult to see. It will certainly be interesting to scan the examination papers submitted by the students at the close of the session. The engineering course comprises practical mathematics, applied mechanics and mechanical drawing. A very ambitious programme has been drawn up and no apprentice at any of the engineering yards in the Colony should fail to attend. If only the Chinese foremen in the Government yards could be induced to take up the study of the classes in this section they would benefit immensely, but it is to be feared that their lack of education in the three R's will exclude them from participating in the advantages offered under this section. Still, they could attend the commercial section in the first instance and work their way up to the technical class. If employers would only encourage their assistants to improve their mental equipment they would be conferring a boon on the youths under their control, besides helping to advance the interests of the Colony. At the same time, they would probably reap the benefits which flow from the work of intelligent and educated juniors. There will be two sessions in the year, the first beginning in the first week of October and closing two weeks before the Chinese

New Year; and the second commencing two weeks after the Chinese New Year, and closing in the last week of May. That is to say, the entire winter season will be devoted to evening continuation classes. The classes are open to all who are over 14 years of age irrespective of nationality, but applicants under 17 years of age must produce satisfactory references. Students attending the classes will be required to pay a registration fee of \$5 on admission. At the close of the year the whole of the fee will be returned to any student whose conduct and progress are reported as satisfactory by the class-master, if the number of his attendances equals 90 per cent. of the possible number of attendances in the classes that he has joined; half the fee will be returned if the number equals 75 per cent. No registration fee will be charged students who continue their course of study for a second year. A fee of \$1 a month will be charged for the first class taken and one of 50 cents a month for each additional class. In the engineering and science classes a deposit not exceeding \$3 must be made by students who have the use of any instruments or apparatus of value. This fee will be returned to the student at the close of the year if the instruments and apparatus have received no damage at his hands. It is also stated that the students will be required to do home lessons. Surely that is a mistake, unless the lessons are very short. How can a working apprentice or a clerk who may be working all day and into the night find time to write up his home lessons unless he steals his master's time or denies himself all recreation? A student attending classes every night of the week could not possibly do home lessons which would in any way indicate his progress; he could not do himself justice, and to suggest that unless his home lessons are up to the mark he will be disqualified for a prize is to discourage the plodding student who is chained to his daily toil and give an unfair advantage to those who are not compelled to grind their hearts away at a desk every day. As previously noted, students are required to deposit \$5 as a registration fee and pay class fees in addition. Now it cannot be gainsaid that there are many poor boys in Hongkong, Europeans and Chinese alike, who would be only too glad to take advantage of these evening classes, but cannot find the money to pay fees. Would it not be possible to establish scholarships for such boys so that they could increase their education? The system is common in Great Britain. The applicant is required to pass a competitive examination, and on doing so is allowed to attend whatever classes may suit him. All that is required is that the applicant should prove his parents are unable to provide the money for his fees. But perhaps that will come in time. We earnestly trust that these evening classes will prove a success, not only for the sake of the pupils, but also as some recompense to His Excellency the Governor who has given so much consideration to the scheme. The Hon. Mr. A. W. Brewin, Dr. G. H. Bateson Wright, Mr. E. A. Irving and Mr. P. N. H. Jones, A.M.C.E., are the members of the Supervisory Committee, and Mr. W. H. Williams is the organising secretary. We trust that all employers in the Colony will personally advise the youthful members of their staff to attend these classes and that no opportunity will be lost to extend their scope and efficiency. To allow these classes to fail for want of support would be nothing more or less than a city scandal.

IN DEFENCE OF THE CIVILIAN.

Whenever a civilian discovers a grievance, he immediately assumes that the police are to blame and promptly decides that their presence in the city is more ornamental than useful. It is perfectly true that the police are occasionally far more interested in some coolies who are passing an idle hour by playing the Chinese equivalent of pitch and toss than attending to more important affairs. There are those, probably, who would accuse the police of being responsible for the subsidiary coinage nuisance. But, after all, the police are very much in the hands of their superiors and seldom encouraged to act absolutely on their own initiative. When they do the real character of the men appears, as was evidenced by the case in which Inspector Langley was prosecutor at the Magistrate's day. As a result of that case, which is reported in another column, the ricksha-coolies will probably think twice in future before they victimise a civilian. The Inspector had just arrived from the New Territories, and being in plain clothes and apparently a stranger he appeared to be fair game for the ricksha men. When they saw him leave the Hongkong Hotel they naturally thought that they had discovered a simple tourist, and one bolder than the rest pounced upon the Inspector with a demand for 80 cents. Now, a tourist or a newcomer to the Colony would probably have handed over a few cents to the coolie in order to get rid of his clamour and disturbance. No doubt the coolie reckoned upon that, for not only did he yell and shout imprecations at the Inspector but he also induced others of the gang to join in the chorus of abuse and clamour. The Inspector steered his heart against the howling derisives, and if human nature is to be depended upon at all, laughed in his sleeve at the folly of the ricksha man, who had originally demanded money for a ride which had never been taken. Inspector Langley led his unsuspecting quarry right into the jaws of perdition, to wit a European constable, and the luckless wight was led to go to meditate over the inequalities of this world, where police inspectors look like

civilians to the discomfiture of hard-working individuals like himself. When the case was called, it seemed, according to the report, as if the Magistrate was unable to find any by-law under which the coolie could be convicted. Given a copy of the statutes of the Colony, and a copy of the by-laws, together with a glance at the terms of the ricksha licence, it is safe to say that any ordinary layman would quickly have found a section under which the coolie, who was nothing more or less than a thief foiled of his prey, could be dealt with. Inspector Langley prosecuted with an aptness of illustration and suggestion which is seldom found in police court reports. He pointed out a fact which is only too true that had it been a civilian who was the victim of the coolies' importunity, he would probably have called an Indian or a Chinese policeman who would have believed the coolie and haled the unfortunate victim to Court on a charge of refusing to pay his fare. The police force might keep that fact in mind. Nobody would have given any attention to the civilian's story; the coolie would have mustered a crowd of "witnesses," and if the alleged fare had escaped with a fine for attempting to defraud the poor coolie, instead of being charged with assaulting the police and being drunk, he might have considered himself in luck. Fortunately, it was a sensible and highly-intelligent police inspector who was baited and the coolie is the sufferer. No longer will he be able to swindle strangers for his licence has been cancelled, and, if his example serves to deter other ricksha men from the old practice of "squeezing" the visitor he will not have lived in vain. Inspector Langley deserves the thanks of every one in the community for his manly championship of the civilian and his straightforward and common-sense statement of the pitfalls which await the civilian at every point.

HONGKONG YARN MARKET.

(30th July.)

Since the Chinese New Year, the operators in the Hongkong yarn market have experienced a succession of set-backs which has all but demoralised one of the mainstays of the Colony's prosperity. A variety of causes has led to this unfortunate condition of things, and it is safe to say that many Chinese firms have been hard pushed by the long-continued depression. Stocks were allowed to accumulate awaiting better days, but expenses were being incurred all the time, and even the expert dealers in yarn were at a loss to discover how they could unload without suffering serious pecuniary loss. The failure of the crops in China withdrew a large number of orders which had been anticipated, for retrenchment and economy were enforced by the poverty of the interior. Shanghai experienced the same stagnation in yarn sales, and the only prospect confronting dealers was the immediate opening of Manchuria to foreign trade. As we noted the other day, Viscount Hayashi, the Japanese Minister of Foreign Affairs, has intimated that Manchuria will be thrown open to the traders of all nations on the 1st September, which is a concession that will be extremely welcome to the entire business community but more especially to those engaged in the yarn trade. Nominally, the "No admittance" board has been presented to all those who have attempted to gain a foothold for the purposes of trade, but it is the firm conviction of many that the agents of the Japanese Government have been entrusted with the magic "open sesame." It is doubtful, however, whether the Japanese are yet in a position to invade the yarn industry of Manchuria, and assuming that to be the case there are ample reasons for the highly optimistic views in Hongkong regarding the consumptive capacity of the province in question. While floods have to a certain extent lessened the purchasing power of the peasantry and small lot holders in Southern China, there is no evidence that the outlook is other than bright in the north, which, of course, means an increasing demand for materials woven from yarn and a corresponding filip to the trade in Hongkong. Both importers and local dealers will derive benefit from this satisfactory state of affairs. Although the recovery which has now taken place in the yarn market is an appreciable one, the operators are by no means out of the wood. If we take the average of the lowest figures for some of the favourite "chops" which were bought at the high rates ruling last year, and add to that the godown rent which amounts to between 7 and 9 per cent, we find that operators must wait until the revival in prices has exceeded the average high rates at which the purchases were made before they can equalise their losses. It is a good indication that there is stability in the demand which has just arisen, inasmuch as it synchronises with the demand that is just beginning in Amoy for the districts for which Amoy is the yarn centre. Immediately following the Amoy demand, it usually happens that Poochow is the next centre to inquire, for yarn from this market, and orders are expected to come in towards the end of August. By that time, it is expected that a good proportion of the stocks, both high-priced and averaged stocks, will be unloaded, and dealers will be in a position to supply ports still further north, such as Newchwang and Chefoo, whose demands usually begin to arrive about the beginning of September. If the outlook continues as promising as it is to-day there is every prospect that the losses, heavy as they have been, will in a large measure be recovered. With Dalny open in September the immense market of Manchuria will be available so that a prosperous

year for yarn operators seems a certainty. Advice from Bombay are all couched in glowing terms. A brisk and prosperous business has sprung up, and favoured by what is described as "a timely monsoon," there is every likelihood that the depression of the past few months will give place to an improving and profitable trade. The Chinese firms which were bitten by the unexpected hiatus in the yarn trade will rejoice at the combination of circumstances which promises to work for their benefit, and it is to be hoped they will succeed in recouping themselves for the losses incurred in the early part of the year, to say nothing of the anxiety caused by the speculative nature of their holdings. The second half of the Chinese year opens, therefore, with a most satisfactory outlook, and we can only trust that the hopes of importers and purchasers alike will be realised.

FRAUDULENT BANKRUPTCIES IN HONGKONG.

(31st July.)

While it cannot be maintained that the proportion of bankruptcies in Hongkong is out of proportion to the number of business houses in the Colony, there is a distinct feeling in commercial circles that the petitions which come before the Court are not always characterised by that honesty which is essential if the dealings between wholesale and retail merchants are to be conducted on mutually satisfactory lines. Cases have occurred where a bankrupt has come forward with liabilities amounting to millions of dollars and assets which do not reach the four figures. It is seldom that any attempt is made to prove beyond the vestige of doubt that the bankrupt has wasted his substance in the pursuit of a shadow. Some generalities are given, some statements about speculations which had turned out failures, and a remarkable amount of investments in a variety of companies which either could not be realised or had proved failures. It must be a heart-breaking task for the Judge to separate the facts from the assertions and to arrive at a conclusion which will give substantial justice to all parties. Although the debtor usually admits that at no remote period he was a millionaire or, at least, in prosperous circumstances, and declares that he has been reduced to penury within an almost inconceivably short space of time and is at the moment a penniless wretch, it is seldom suggested that he has been compelled to alter his mode of living. He is not obliged to sit on doorsteps and beg for crusts to allay the pangs of hunger. He does not discard the rich raiment he wore in the days of his prosperity. He still belongs to his club, and, referring to Chinese bankrupts in particular, he has no need to use chandu dress instead of the Patna opium with which he regaled himself in the past. How is it done? There is a simple explanation which is known to everybody. The Chinese dealer who foresees trouble, should any of his numerous investments prove unsatisfactory, has only to add to the female section of his home establishment to secure himself against loss and at the same time to outwit—to be plain, to defraud—his creditors. He settles his property on one wife, presents gifts of money and jewellery to another, endows his children with his worldly goods and leaves himself with nothing but the clothes he wears. Then he declares himself bankrupt. It is not suggested that this is an expedient commonly resorted to; indeed, the average Chinese trader is the soul of honour in business—his word is as good as his bond. An Englishman would rather deal with a Chinese man than any other member of the Asiatic race. But China has its black sheep, and the fact that such underhand methods of swindling firms do occur is every reason why the law should be amended to meet these particular cases. According to the law of Hongkong it would seem that an unscrupulous debtor may make over his possessions to a relative to-day and declare himself bankrupt to-morrow. On account of the close community of Chinese family interests, the donor never loses grip of his property. The transaction has no altruistic bearing; it is simply a matter of convenience, and whether the belongings are held in the name of his favourite wife or his sons they are still retained by the head of the household. Clearly, this is fraud unadulterated, and fraud which should not be possible under the law. In England a bankrupt who has made over his possessions to his wife within two years of his bankruptcy is compelled to disgorge for the benefit of the creditor. He may assert that his wife bought the goods with her own money. Then he must show whence she got that money, how she earned it if it did not come as a legacy, and if that cannot be shown to the satisfaction of the Court the presumption is that an attempt has been made to acquire property at the expense of the creditors, and the Court makes short work with such delayers. Of course, if a man settles his property on his wife or children some five, ten or twenty years before the date of his bankruptcy there is no suggestion that there has been any attempt to defeat the ends of justice; it was a bona-fide transaction, carried through with no ulterior motive—it is admitted that in England men of wealth are now in the habit of transferring their property to their children during their lifetime in order to escape the death duties, but we are referring to bankruptcies. There is every reason to believe that in not a few cases which have occurred in Hongkong the bankrupts have taken advantage of the loopholes of the law, and after providing for themselves in the way indicated have entered a petition for bankruptcy. Should a debtor be without relatives, which is a very unusual condition, he has only to invest his money in Canton or any other place outside the jurisdiction of

the Court. It is fraud pure and simple, but apparently the law as it stands at present does not provide against it. Such a state of affairs is inimical to commercial confidence; the creditor is inclined to fear that all are tarred with the same stick; it paralyzes the trade, and has a decidedly adverse effect on credit transactions. It is the commercial cancer of Hongkong. Yet the remedy is so simple that it is a wonder the evil has been endured so long. The Government has only to introduce a Bill assimilating the law of England with that of Hongkong and the fraudulent debtors are trapped by the heels. Every honest trader in the Colony would support a law to that effect, and the Government would be encouraging the real traders by passing such a Bill into law.

TRAM-WRECKERS IN HONGKONG.

(31st July.)

On several occasions lately we have recorded the fact that tram-cars while proceeding towards West Point have met with a series of dangerous obstructions in the shape of iron bolts wedged into the rails. Only the utmost caution on the part of the motorman has prevented the occurrence of a serious accident in which human life might have been involved, and there is cause to fear that unless the authorities adopt stricter measures to guard the lines the community will have reason to deplore the apparent apathy of the police. It seems clear that there is a gang of hooligans in the neighbourhood of West Point who are determined to wreck the tram-cars either from pure devilry or in order to get an opportunity of despoiling the victims of the outrage. So far they have succeeded in obstructing the rails without detection. That seems all the more remarkable when it is remembered that the wreckers have chosen Connaught Road as the scene of their nefarious project—one of the busiest thoroughfares in the city. There is scarcely a period of the day when Connaught Road is deserted, unless it be just before dawn, and it is almost incredible to believe that the tramway wreckers could insert the iron bolts between the rails and fix them firmly in position without being observed. Fortunately, no accident of a serious character has yet befallen the cars as the result of these scoundrelly attempts. The motormen are on the outlook for obstructions, but the strain of keeping a close watch upon the rails, and warning those irresponsible and invariably deaf and dumb coolies whose sole delight appears to consist in promenading in front of the tramcars, cannot be maintained indefinitely. Were it possible to attribute these wrecking attempts to the fact that the system had been newly inaugurated and the ricksha coolies, feeling the pinch of competition, were bent on having their revenge, the matter could be understood, though the deed could not be too strongly reprobated. But no such explanation is possible for the dastardly acts which continue to take place in the western end of the city. There may be a homicidal maniac in the community but that is rather a far-fetched solution. Pure devilry and hooliganism, which is the same thing, are at the root of these tram-wrecking experiments. It is frightful to contemplate what would happen should a tramcar proceeding at a fair speed suddenly meet an immovable obstruction in the rails. The lines run alongside the quay-wall and the probability is that the car would be projected with all its occupants into the harbour. Two days ago a car was derailed in Connaught Road owing to an obstruction, but the driver was prepared for it and stopped the car immediately—not before damage was done to the derailed vehicle, however, while another car was also damaged by collision. What makes the matter more inexplicable is the fact that all these obstructions have been found in a district where the cars are almost exclusively patronised by Chinese, so that if a serious accident did occur the victims would in all likelihood be compatriots of those who are presumably responsible for the crime. The detective department of the city police cannot be too energetic if the tram-wreckers are to be caught. The Tramway Company is doing everything in its power to guard against accidents, but even the most attentive motorman may allow his watchfulness to flag at the critical moment. If the Chinese detectives are worth anything they should be able to catch the miscreant wreckers red-handed. And they might be assisted by the detectives of the Opium Farm who are always hanging around the wharves. The latter are never loth to call upon the city police when a passenger refuses to be searched, and why should they not return the compliment when their services might be of some value? The matter is too serious to be regarded lightly, for who knows when the tram-wrecking hooligans will betake themselves to the east end of Victoria and pursue their infamous practices at places where the cars are known to travel at a high speed? We have no doubt that the detective staff has the matter in hand but we should like to see some result of its investigations. No punishment inflicted on the scoundrels would be considered too severe by the general public. We do not want to have a Highgate tragedy in Hongkong.

HONGKONG HARBOUR.

(31st August.)

In view of the fact that the importance of Hongkong largely depends upon the shipping which enters the port and makes this Colony the distributing centre for South China, anything which affects the facilities afforded to vessels arriving here must be of interest to the community in general. For some time there has been an uneasy feeling

in shipping circles that as a consequence of the strong currents in certain portions of the harbour there has been a silting-up in the entrance waterways, which may in time seriously interfere with the passage of the great liners now plying between Europe and the Far East. Commander R. W. Glennie, R.N., of H.M.S. *Walewhitch*, by permission of the Commander-in-Chief, took soundings of various sections of the harbour last year with the object of comparing the depths found with those recorded in 1887. In a letter dated July last, from the Colonial Secretary to the Chamber of Commerce, it was stated that: "These sections show very little change in the seabed to have taken place in the interval between the two surveys. There has been a slight scouring on the Hongkong side in the narrowest part of the harbour and a slight deepening generally in the western part and over Kellie's Bank. So far as it goes that is quite satisfactory, but the paragraph which follows is entitled to some consideration. The Colonial Secretary wrote: 'It is clear, therefore, that any further consideration of the question of extensive dredging in the harbour will be on account of the increased number and draught of ships that use it and not on account of diminished area of deep water in it.' In other words, while it seems evident that the silting-up of the harbour is a negligible quantity there is reason to believe that the increased tonnage of vessels calling at Hongkong will necessitate the adoption in the very near future of an extensive scheme of dredging at the gateway to the harbour if the vessels of the P. and O. Company, N. D. L., and the American lines are to be piloted into the port without danger of striking a mudbank. The Chairman of the Committee which considered the Colonial Secretary's communication expressed the opinion that the report was much more satisfactory than had been anticipated, and the question of dredging to provide an extension of mooring space was one which could be left over for the present." The report may be satisfactory in a measure, but the hint that specified sections of the harbour are likely to become too shallow for vessels of larger draught is worthy of attention. Anything that is calculated to impede the shipping traffic is of far too much moment to be relegated to the limbo of the forgotten, and the slightest hint regarding the probable requirements of the port cannot be neglected. It is all very well to say that the question of mooring space can be left over for the present, but it has to be faced, and the sooner a start is made the better it will be for the Colony. Hongkong is fortunate in having a natural harbour which so far has sufficed for the needs of the mercantile marine fleet. But there has been a marked change in the conditions which existed twenty years ago and obtain to-day. Then, a vessel of 8,000 tons was considered a leviathan in Hongkong harbour, but within the space of a few years there has been a marvellous development in the size of the steamers touching at Hongkong. Each of the great passenger lines has at length realised that the trade of the Far East is worth cultivating, and that the days when second-rate vessels and worn-out tramps were considered quite good enough for ports beyond Ceylon have passed. Only the other day we noted the arrival of the luxuriously-appointed *Adulafia* of the P. and O. Company's fleet, while last week the N. D. L. liner *Prinzess Alice* Friedrich accomplished the journey from Singapore to Hongkong in three hours less than four days, which may be described as record time. Once, and that not a decade ago, the voyage between the ports was estimated to occupy anything between five and seven days, but now *vous changez tout ça*. The Pacific is the new racing track of the oceans, and half-a-dozen lines are daily fighting for the lead as regards speed and comfort. For the vessels trading on the Pacific, Hongkong is the terminus at this end and it is a strange day when the harbour is devoid of craft of the larger growth. Every year sees the construction of huge floating palaces of steel; shipping companies are discarding their ships of small tonnage in favour of vessels of great capacity and, consequently, great displacement. It therefore behoves the legislators of the Colony to make every provision for the shipping interests on which so much depends. If it be the fact that the harbour may have to be deepened in order to allow vessels of excessive draught to enter with safety then the matter should be taken up at once, otherwise the future of Hongkong as a port may be jeopardised. Singapore has adopted a costly scheme of harbour improvements—whether with or without the consent of the residents is beside the question. The authorities at Manila have only one object in view, to build up the shipping interests of the port, and, if possible, to wrest from this Colony her supremacy in the Pacific trade. We cannot afford to shelve the question of dredging the harbour for the accommodation of vessels of high tonnage, for it involves the prosperity of the Hongkong and Whampoa Dock Company and practically all the industries of the Colony. It is to be hoped, in these circumstances, that while the Chamber of Commerce may consider the Colonial Secretary's report "more satisfactory than had been anticipated," the suggestion that it may be necessary to proceed with extensive dredging operations will not be pigeon-holed. Those who are inclined to cry "*Mañana, mañana*" or even "*Festina lente*" should have no place in the councils of the Chamber of Commerce or any other body which presumes to be an informally constituted adviser of the Government, when a question vitally affecting the well-being of the Colony is under consideration.

YOUNG CHINA.

China's regeneration has arrived "at the double," to use a military term. As everybody knows the Chinese taste for Western luxuries has been educated until to-day the old-time delicacies of native fare are only spread on the table for the benefit of unoppressed foreigners. At least, there is a suspicion held by a good many worthy people that the famous *plais* which are supposed to be peculiarly Chinese, such as sharks' fins

and birds' nests are spread out only in compliance to the guest, so that he may return to his native land and brag about his acquaintance with all the culinary devices of the Chinese kitchen. But when we commented the other day on the commercial importance of China as a consumer of European products we had in mind Chinese of the travelled and cultured class, men of standing and substance, whose association with foreigners had led them to understand the appreciation in which the latter hold certain luxuries. True, reference was made to the wants of the peasantry, but these were only supposed to be in the way of cotton stuffs and articles of attire generally. It is usually found that as a race emerges from its barbaric state it begins by recognising its nakedness and forthwith proceeds to attire itself in all the hues of the rainbow, until it eventually reaches that dizzy height attained by a few "bloodes," "sparks," "Corinthians," or whatever they may be called, whose habitat is the region of Bond Street. It was not suggested that the hot-pollot would very materially affect the important trade of China, simply because it was not believed they had yet reached that standard of enlightenment which demands sweetmeats as its due and luxuries as its right. Of course we have been confounded, and in the most signal fashion. An urchin of the gutter type was hauled before one of the Magistrates to-day charged with stealing, or attempting to steal, a freezer. Surely that is a clear indication that young China is advancing. Luxury, pure luxury, was the motive of the street Arab's misdemeanour—at any rate, let us hope so. In this hot weather, he yearned for the delights of what used to be known as hokey-pokey, although we are far above slang nowadays. He saw the freezer standing neglected, idle, forgotten; and believing that everything is made for a purpose, and convinced that his purpose in life was to convert tepid liquids into icy draughts, he made bold to help himself, in due consonance with the words of the proverb. It was unfortunate that the freezer was temporarily invested with an evil spirit. It groaned and creaked so vigorously that a *fok* who happened to be on the scene had his attention called to the freezer and the urchin, and eventually the *fok* became the freezer and the gamin the freezer. The methodical Magistrate wondered that so small a boy should have attempted to deal with a reb, freezer, but did not evidently give him that credit to which he was entitled. The very fact that the young generation as personified by the little vagabond should have endeavoured to tackle a job obviously beyond his strength shows a vigour of mind and spirit which may yet lead to great heights—or depths. His palate was tickled by the thought of ice-cream. Instead of sitting on his haunches and bewailing his hard fate, or pestering pedestrians with howls for *cumshaws*, he seized the situation, and the freezer, in both hands—after the accredited type of the self-made man. The Magistrate saw nothing of all this; most probably he sent the urchin to prison, where there is no ice-cream and never a freezer. There is a moral in the story somewhere. It would be interesting and, perhaps, profitable—if it were possible—to watch the career of the gutter-snipe who has been sent into an unsympathetic world with the palate of an epicure and the individualistic energy of a Roosevelt. Jealous people might say that he must have been born of British stock and inherited the trait of seizing on everything in sight and proclaiming a lion on the next world, but such persons should be treated with the contempt they deserve. Meanwhile, the cause of these reflections is reduced to bread and water.

ANALOGOUS CASES.

A case which came up in the Police Court to-day is on all fours with a case which occurred in England some months ago. Here, some excise officers decided to make a raid on an opium den, but they were forestalled by a friend of the inmates who warned the opium-smokers of the excisemen's intentions. The result was that when the officers arrived the birds had flown and there was nobody to wish them joy except the unctuously-polite "informers." Naturally the raiders were in anything but a good temper when they discovered that there is a solid stratum of truth in Burns's muse which runs: "The best laid schemes of mice and men gang a-gley." So they arrested the only person in sight and marched him off to gaol on a charge of assisting misdemeanants to escape. They had no evidence and the accused was discharged. In England, a couple of constables were ordered to conceal themselves in a shady lane where it was believed motorists were addicted to the bad habit of exceeding the legal limit of 12 miles an hour. They hoped to demonstrate the superior advantages of a stop-watch and a blue uniform hidden in the gorge over the lordly motorist and his satellites; but they reckoned without their host. A genial buccolic saw the manoeuvre and decided to outwit the police. Not that he more any love for motorists, probably, but it is more amusing to witness the discomfiture of a perspiring and angry policeman—who is compelled to bottle up his adjectival vocabulary by reason of his uniform—than to see a few motorists "held up" by the minion of the law. Accordingly, he stationed himself well away from the constables, and each motorist as he passed was informed of the "plant" ahead. The result was that "scorchers" proceeded at a funeral pace along the road to the great disgust of the watchers. Their only capture was the countryman who had spoiled their scheme and possibly their chances of promotion. But when the case came to Court, it was successfully argued that the accused had only done his duty in warning people against an infringement of the law. The case excited a good deal of comment at the time and is still a standing joke among motorists in England. The two cases seem analogous, and the point is what would have happened had the excise officers in Hongkong been able to produce evidence to show that the alleged culprit was responsible for the disappearance of the law-breakers. Would he have got off as easily as the English country labourer?

HARBOUR REFORMS.

(and August.)

Our remarks yesterday regarding the terms of the letter from the Colonial Secretary to the Chamber of Commerce, and the silting-up of the harbour, and the perfunctory attention given to it by the General Committee of the Chamber, have elicited several additional facts which should interest all those who have the welfare of the Colony at heart, and, indeed, everyone who is earning a livelihood in the Colony. In the course of the Colonial Secretary's despatch, the fact is established that the soundings taken by Commander J. D'Arcy, R.N., in 1905, showed that there had been a deepening in the small part of the harbour comprised within Hungnam Bay since the submission of Mr. Boulton's original report. It is rather curious that the Chamber of Commerce accepted that statement without any investigation into the causes which might have accounted for that deepening, especially as they are, not very patent to the lay mind. On the assumption that nothing could be done to improve the condition of the harbour, the Committee came to the conclusion that dredging operations might result in abeyance for the present. Some explanation is necessary, however, as to the cause of the deepening of Hungnam Bay. When reference is made to the report, over the signature of Sir Paul Chater, of the Hongkong and Whampoa Dock Company, Ltd., dated 10th February, 1905, it will be found that the following significant statement occurs: "The entire foreshore frontage has been dredged by the *Canton River* to facilitate the repair of ships alongside." At the meeting of the Company held on the 20th of the same month, Sir Paul amplified that statement by saying: "The dredger *Canton River* having been for the greater part of the period under review usefully employed in the work of dredging the foreshore frontage at the Kowloon Dock, thus enabling vessels of deep draught and great length to lie alongside our wharf when under repair, has not been able to seek outside employment," etc. Not being experts in the matter, we cannot pretend to suggest the precise effect of the dredging operations in connection with Kowloon Docks on the seabed, but it certainly seems to us that the excavations carried out by the *Canton River* opposite the Kowloon Docks might have attracted the detritus collected in the Bay to the dredged portion, thereby levelling the Bay as a whole. Hence, we suggest, the reason for the deepening discovered in a small part of Hungnam Bay. It is somewhat strange that no reference is made in the Colonial Secretary's letter to the condition of the harbour in front of the Dock Company's property at Sham-shui-po, known as the Cosmopolitan Dock. If we recollect aright, it was also stated by the Chairman of the Company, at one of the meetings of the shareholders, that the bottom was shoaling very considerably at that particular point of the harbour; so much so that vessels of any great draught could only be towed into dock with the utmost care. In fact, our information from a thoroughly reliable source is that an actual mudbank is forming at the entrance to the Cosmopolitan Dock. It was at first proposed that the Company should undertake the work of dredging that section of the harbour, but it was held that as all rights in the section in question belong to the Government, and form a valuable asset of the Colony, the operations should be carried out by the Colonial Government for the benefit of the Colony. With that view we are at one. In the opinion of influential gentlemen who have been associated with harbour works and harbour improvements in Hongkong, the dredging of specified sections of the harbour should be commenced without delay. It is entirely unnecessary to deepen the harbour as a whole, for a recent sounding made in the interest of a large marine lot-holder disclosed the fact that not so much as a single foot of silting had occurred in the bed of the sea opposite his property since 1847, or, six years ago, and vessels of considerable draught are at present anchored at the point in question. Although the Chamber of Commerce has given a qualified *yes* to the scheme, the necessity of dredging is recognised by all who have given the subject consideration, and we trust that in the best interests of the Colony the work will be undertaken at no distant date. We do not suggest that the work should be carried out under the supervision or even on the advice of the firm of Messrs. Coode, Sons and Matthews, for the experience of other ports has shown that when the favourites of the Crown Agents secure a footing in one of the Crown Colonies it is impossible to say when they will depart. The firm referred to serenely submitted an estimate that the harbour of Hongkong could be surveyed in two years at a cost of £10,000. That would be the first outlay, but the Colony would be indeed fortunate if it emerged from the magnificent ideas of the Consulting Engineers under a ransom of ten times that amount. After all, the labour involved and the extent of the operations need not be so very great; the expense entailed were the work kept in colonial hands would be comparatively trifling, and while advancing the interests of the Colony by effecting a much-needed improvement in the facilities for navigation in the harbour, the dredging contract, if placed with competent firms established in Hongkong, could be carried out efficiently and would contribute to the material well-being of the people. We know exactly what is required and the work could be started forthwith. Thus all the preliminary expenses would be saved and the money expended by the Colonial Treasury would be retained in the Colony, being circulated among the people instead of being dissipated far and wide.

HONGKONG'S SOLOMON.

So the little whippersnapper whose highly educated taste and *gambian* for reasonable luxuries led him to be associated with an ice-cream freezer yesterday is once again at liberty. It was a well-kept life that the Magistrate partially lifted in Court this morning. All night long the vision of a Chinese epicure haunted his bedside and pointed the finger of scorn at him. Justice came down from her pedestal and swept the bandage from her eyes. No matter how he

turned and twisted and tossed in his bed the ice-cream freezer in the forenoon could find no rest. Sleep had fled from his pillow; he thought of Shakespeare's words: "Where care lodges, sleep will never lie." And the unhappy Magistrate attended by sprites and goblins and long-tailed Orientals who continually did cry—"Justice!" could think of nothing but the Chinese boy and the freezer. If he dozed for a moment he dreamt of the North Pole, on which he saw a Chinaman perched with a basin of ice-cream in his hand. Then he would awake shivering, and in another minute would fancy himself a second Lazarus, waiting for a pot of ice-cream which a grinning Chinese neophyte was lading out to the blast from an enormous vat, which could have held a dozen Heidelberg tuns. A most mysterious night. Of course, the Magistrate did not give such an explanation of his experience in Court. People are too flippant and ribald in their speech to understand the workings of the mind. His Worship merely said that he had thought over the case while in bed, and he had come to the conclusion that there was a doubt in the case, and the accused, who had been looking forward to "double-drill and no ice-cream"—if we may paraphrase King—was told so. The Magistrate did not use the time-honoured and sanctified sentence that the erstwhile prisoner "left the Court without a stain on his character," but, like the Irishman's ham, that is taken for granted. The old codger who makes a practice of keeping the Court busy should not attempt to make capital out of this incident. It will be no justification to say that the boy whose fingerprints were found on the freezer was only looking for a freezer when they are caught in a strange house. Not a bit of it; rather the reverse, for it is just possible that his Worship may harden his heart against ice-cream and freezers alike for the future. And now reverting to the Chinese epicure, we may expect to find an extraordinary increase in the consumption of ice-cream. To understand that the Director of Works shut down the supply when he found that all the spare gallons were being converted into cold storage products. Last night he turned on the tap, it is said, because the demand had subsided; but he will have to be on his guard once again for the ice-cream champion is at large. It is a pity that the Oriental Equivocalist did not give particulars of the recipe he used, but that may come in time. Meanwhile, we trust that the gamin who played tricks on the freezer, and disturbed a Magistrate's repose will swim in his favourite diet for a month of Sundays, and we also sincerely trust that his Worship will sleep the sleep of the just to-night and make up for the time lost last night.

SHANGHAI DOCKS.

[3rd August.]

The announcement which we were able to make in our columns last evening that the directors of the Shanghai Dock and Engineering Company, Ltd., had decided to dispose of a portion of its property is confirmed to-day by exchanges received from the northern Settlement, wherein a notice appears advertising the sale of the company's property, excellently situated for yachting and wharves. The respective sales are detailed in the following terms: "(A) The whole of the Old Dock property (with existing buildings) situated in Hongkong in the 6th section of the harbour, having an area of land, measuring as per title deeds, 20 mows, 2 1/2 fathoms, and a river frontage of 264 feet, 2 1/2 feet depth of water at low water spring tides. Part of the property is a very valuable site for yachting and wharves. The property is situated in the lower section of the harbour, having an area of land of about 10 mows, and a river frontage of 1,300 feet, with an average depth of water of about 23 feet at low water spring tides. To the south of the property 108 houses are erected, suitable for Chinese employees." The notice proceeds to state that the directors are prepared to accept offers for the property, and that the sale will be held on the 10th October, 1906, addressed to the secretary of the Company at the head office, Broadway, Hongkong, where plans and further particulars can also be obtained. The usual reservation is made that the Company does not bind itself to accept the highest or any offer. At various stages in the discussion of the possibility of reducing the capital of the Shanghai Dock and Engineering Company, Ltd., the directors have been urged to effecting that desirable end has been urged upon the attention of the Board. Readers of the *Hongkong Telegraph* will recall the many communications which have been made through our columns, by Hongkong shareholders, urging the advisability of the step. It would appear that under the old directorate a deal was being done, what now proves to have been a very sensible proposal. The second section of the property put up for sale was acquired, as stated by the then chairman of the Company, for the purpose of enabling it to join the properties between the Cosmopolitan and International Docks. This, of course, entailed, with other improvements, an increase in the capital of the Company at that date, which was effected by the issue of 6,000 new shares in order to meet the then overdraft with the Company's bankers, consequent on the scheme of amalgamation. A correspondent writing in our last evening's issue, under the signature "Assets and Liabilities," suggested the idea that the actual value of the Company's shares to-day, if the property were realised upon what he considers a safe premium of 50 per cent. over the book value, should be at least £150,000. It would be a better lot for our correspondent enlarged on the letter, for there was ample room, by placing the actual figures, whereby the cost of the share is placed at £150. In making this suggestion we do not desire to raise the impression that our correspondent in any way over-estimated the value of the shares, for we would not mind the statements made by the chairman of the Company at a meeting held in 1902. In speaking of the Company's operations for the second year after the amalgamation scheme had been carried through, Mr. J. R. Twentyman stated that: "The accounts from an investor's standpoint may be regarded as the best, but we perhaps do not go into the details of trade which invariably follows war, and to some may be regarded as a commercial panic or a financial crisis which should not give us any concern, and although we have not had the volume of business we had the previous year, there is in my opinion no cause for uneasiness to the shareholders. During the year 1905 the business has been done beyond a doubt, and especially within the last months, that we are able to cope with almost anything. We have had some very large undertakings, but encountered nothing too big or too heavy for us and examples are not wanting of the efficiency of our machinery and European staff." But to come to the point of the immediate practical effect of the Company's decision in order to obtain a fair idea of what the property should realise, we may still follow Mr. Twentyman in his speech on the occasion referred to. He said: "When we re-valued the property before the formation of the present Company, and left what we considered a safe margin, which in itself represents a reserve of no mean sum, there would be still a big amount

to fall back on. The Old Dock, for instance, is one of our most valuable assets, and like everything else has a price, and should the shareholders at any time decide on selling, a big figure could be obtained. This also applies in the other properties, as we have secured large river frontage which will some day prove very valuable. The shareholders as represented by their directors have now decided to sell the property which, in the words of the chairman, 'is one of the most valuable assets of the Company.' And that it should realise a big figure we have no doubt is the confident expectation of the shareholders who have followed intelligently the progress of the development of commercial affairs in the northern Settlement. The latest figures before us relating to the Dock Company are given in the Liquidators' report, dated 30th June, 1906. The book value of the Old Dock property, with boilers, pumps, mow moorings, sheer legs, capstans, etc., 16m. 5f. 31. 5h. is £1,601,500; the office building, godowns, machine shops and dwelling houses, including ground, 3m. 7f. 6h. 4h. is valued at £1,108,500. Land, including bunding, wharves and wall, 10m. 3f. 8h. 6h. is valued at £1,000,000, and 108 Chinese houses, including ground, 2m. 3f. 0h. 8h. is put at £125,000. We cannot gather from the statements of the Company the exact property defined in the second section of the notice of sale, but we infer it to be that described in the accounts as the land, including bunding, etc., 107 mows, and 108 Chinese houses, 9 mows, etc. These give rather more than the area specified in the terms of sale. The combined figures of an area of 116 mows, whereas the tender calls for the purchase of only 110 mows. The combined values of the properties, according to the book estimates, as shown on 30th June last is £1,535,500, made up of £1,792,350 for the Old Dock, and £1,232,000 for the other properties. If we deduct the excess area on these accounts from the area mentioned in the second clause of the advertisement, namely six mows, or £1,535,500, we have an actual book value of the property of at least £1,500,000. We take it that no offer for that or a lower figure will be considered by the directors of the Company. It is safe to assume the appreciation in the river frontage values in Hongkong since the acquisition of the land in 1901 at 25 per cent., instead of the 50 per cent. estimated by our correspondent, and on that calculation we arrive at the aggregate total of £1,137,500. If we should be in error at all, the mistake should certainly be on the right side. The chairman of the Shanghai-Hongkong Wharf Company observed last year, it may be remembered, that property on the Pootung side had appreciably increased in value for wharfage and warehouse purposes. Shareholders in that Company will recollect how for a long time the godowns on the Pootung side remained empty of goods because of their distance from the shipping centre. But such has been the development of Shanghai, and so great the demand for property, that even at Pootung the godowns are stacked from floor to ceiling, and properties there, which at one time were a burden on the hands of the proprietors, are contributing to-day a very fair quota to the general revenue of the different warehouse companies in Shanghai, as is witnessed by the enormous appreciation in the share values of all the various companies which hold property on that and on the Hongkong side. There is, therefore, all the more reason to believe that our estimate is not an over-valuation when we place the increased value at 25 per cent. above the book value of the property. The Shanghai Dock and Engineering Company, Ltd., now offered for sale. The sum of £1,137,500, representing the 15,000 shares, is the line indicated in the capital of the company, which gives a £150 return per share. Thus the capital of the company will be reduced to £150,000, instead of £1,000,000 per share, the original value of each. We take it for granted that by the disposal of the two properties the earning power of the Company will not be curtailed, so that it should still be able to earn a dividend of 15 per cent. since the amalgamation—that of last year, for example, of at least 15.8 per cent. That is a return of 10 per cent. per share. We dismiss consideration of the average return made by the Company since its re-formation. Were we to accept the high rates of dividend paid since 1905, we arrive at an earning power of between 15 and 16 per cent. on the reduced capital of the Company. We concede the statement that the Company was never capable of earning very handsome dividends like those of 28 per cent., etc., from profits on working accounts, and take its earning powers at its worst. But if (trade should return to its normal level again, a return of over 10 per cent. may be expected on the reduced capital of, say, £150. With regard to the financial position of the Company, following the line indicated by our correspondent last evening, the solvency liability is one of £1,137,500, outstanding to sundry creditors. Seldom has a balance-sheet been presented, which was less liable to criticism. As a rule, companies in the Far East are overladen with overdrafts with the bankers, and not infrequently the debenture holders and creditors are grouped together under the head of "any creditor," but in this instance, apart from the capital liability of the company and the handsome reserve of one million taels, besides a paltry indebtedness to shareholders who have failed to collect their dividends to the extent of £1,500, the Company is surcharged with no other liabilities. Hence, by the return of a million and one lakh of taels, a considerable amount of money will be available for the redemption of the Company's debt, and it will be tight. The Company will relieve itself of the onus of having to earn a larger sum in order to maintain its dividend, and its position will be strengthened by having its capital reduced to absolutely safe figures considering the magnitude of its business; and the shareholders and investors will benefit to the extent that the larger business that might be effected in the immediate environment of the Company will give it an impetus and so raise the value of its properties which lie in the neighbourhood of the lands that are to be sold.

SOME CHINESE FIGURES.

Living largely to the unfavourable weather which prevailed for a goodly portion of the year, and the unsettled condition of many districts due in some measure to the progress of the recent war, Chinese exports during 1905 fell considerably below those of the previous year in quantity and value. The total value of goods exported to foreign countries amounted to 227,886,197 taels, a decrease of over eleven and a half million taels as compared with 1904. As usual, Hongkong gets a credit of being the chief importer of Chinese goods, although we are scarcely entitled to claim that we actually consumed or used all the imports. Last year China exported goods to the value of 81,643 taels to the Colony; although that is a fairly respectable total, it was nearly five and a half million taels below the value of the export sent in 1904, and nearly eight millions under the figures for 1903. But the record of Chinese products despatched to Hongkong gives but little light, where the goods eventually landed, when we turn to the detailed list of countries to which China sent

her products direct some interesting figures are forthcoming. The principal customer of China is Japan (including Formosa) which took 35,464,953 taels worth of goods, or about two and a half million taels worth less than in 1904. It will be seen to many that the United States comes third on the list of China's friends, in the commercial sense, for last year products were sent to the Republic to the value of 27,037,772 taels, a fraction under the figures for 1904. Even France is a better customer from the Chinese point of view than Great Britain, the returns showing that France imported products from the Middle Kingdom to the extent of 18,872,233 taels, while Great Britain took 18,606,370 taels worth of goods. To tally the Chinese exported native articles to the amount of 8,170,304 taels, and the neighbouring Colony of Macao is worthy of a place in the heart of Chinese merchants for she became responsible for goods to the value of 4,823,693 taels. It is unnecessary to go into the other figures, except to note that the whole continent of Europe, including Russia, only contributed a little over 26 million taels to the pockets of Chinese merchants. The analysis of Chinese export trade in 1905, from which we take these figures, is published, of course, by authority of the Chinese Imperial Maritime Customs and at a first glance the volume is far from exhilarating. It is one mass of figures from beginning to end. If the compiler has occasionally made an explanation they do so in the most laconic fashion. And it is only by dint of great enterprise and considerable application that the curious reader is led to delve into the interminable columns of statistics. However, there are one or two points which afford matter for speculation. For instance, what became of the 19,000 piculs of fireworks, valued at over two and three-quarter million taels, that entered Hongkong in 1905? The district of Kowloon, we learn, exported more than half the total quantity manufactured for foreign consumption. Then, again, under the heading of "fish and fishery products" Great Britain appears as a customer to the extent of 42,000 taels. What did Great Britain buy with practically 56,500 worth of Chinese fish? Hongkong imported medicines from China to the value of 1,875,821 taels, an increase, in round figures, of 14,000 taels as compared with 1904, and yet Hongkong is one of the healthiest spots under British rule, and in spite of all these medicines obstinately continues to be healthy. British India is China's best market for "real pearls" having acquired gems last year to the value of 116,381 taels out of a total of 125,075 taels. Hongkong, apparently, will have nothing to do with Chinese pearls at any rate, there is no record of any having been sent to the Colony since 1902. It has been stated again and again that the people of Great Britain cannot appreciate the black tea of China. Will it be believed that Great Britain actually imported 25,831 piculs, valued at 5,216,073 taels, last year—nearly half the total export of black tea by China. All Europe (outside Russia) only consumed 51,688 piculs—1,107,584 taels worth. The United States imported 52,672 piculs, worth 1,155,284 taels, but that was a decrease of nearly a million taels as compared with 1904. Russia is a good friend to China so far as black tea is concerned, having taken about 120,000 piculs valued at over two million taels. America, however, prefers Chinese green tea, although Great Britain also shows a *penchant* for that delicate tea. But Chinese tea dust finds no ready market in the United States; doubtless Ceylon and Assam provide the quality for the cup which cheers, etc. On the whole, China's export trade, although, as previously noted, it shows a slight diminution as against the aggregate value of the exports in 1904, continues steady and the analysis for last year may be considered a favourable augury for the present year.

THE BATTLE OF WEST POINT.

It is astonishing what people will do when their temper is roused. They will massacre each other over a question about a right-of-way, but who ever heard of a battle-royal over a right-of-water? There have been cases where blood has been spilt on the heights of Macgillivuddy's Reeks, and the Grampians are soaked with the red stream of martyrs who fought valiantly for their rights emphatically described as "montana raw," "barley brown," "unquenchable," and "other fanciful names." But a fight over a bucket of water seems ridiculous. Yet the determination of the natives of Hongkong to be original at all hazards leads them into many strange places. To-day, there appears to have been a "battle royal," as our representative describes it, at West Point, the proposition being—Who has the best right to the water-tap? Weepers and wailers tell us the Director of Public Works is quite certain that the Colony is being provided with an ample supply of water daily, we are apt to believe that the water-tap was dragged in like the proverbial red herring, with intent to deceive. At all events two gangs of Hongkong Hunglutes, one from Connaught Road and another from Des Voeux Road—the names seem to lead an air of distinction to the tale, we would say the Wars of the Roses—met over the water-tap, and the battalions seem to have forgotten all about the water the moment they met, or perhaps it was the unattainable water which caused evil humours to rise to their heads. Certainly there was no water in their veins, for they fought right lustily. The battle-royal on one side was for home and for *raw*, and the other side yelled "Hi-yah," and a lone individual in blue kept up the chorus with intermittent shouts of "Spalpeen mavourneen, bedad," or words to that effect. It must have been an exciting scene when some of the antagonists clambered upon the roofs of houses and heaved flower-pots on friends and foes alike. Even the spectators, we are told, were afraid that a marble statue of the great thing, *En passant*, our correspondent at Canton notes the fact that the Tartar-General's troops have refused to serve with Viceroy Shum's army. Why not enlist a few of the bold, unflinching warriors of West Point and send them under cover to Viceroy Shum as a small token of our regard and esteem? They would never be missed; they would never be injured in a *malin*, and they would frighten the pirates out of their senses. People who can fight like tigers for water would act like veritable demons on water. And so the battle waged now in favour of one side now in favour of the other. There was no *Frischasser* present, and so we are not told whether any gentle knight flicked his lady's *tail* in the face of a rival, but as the residents at West Point are still at war over the fight for the water-tap, it is to be assumed that there was no lack of the personal element in the fray. Of course, there was no proper conclusion to the uprising. The police authorities simply arrested everybody in sight—exactly a round dozen—and the magistrate imposed the usual fines. But how many other towns could boast of a community which would actually go to war over a water-tap? Decidedly Hongkong is advancing by leaps and bounds, but we have not reached the high-water mark yet.

HONGKONG SURPRISED.

A JAPANESE HINT TO SLEEPY DRUMS.

Just as the cocks began to crow this morning, residents of the vicinity of Queen's Road were awakened by a tremendous hubbub. At one moment it seemed as if an army was on the march through the city. The dull thuds of a big drum reverberated and re-echoed in the still air. The Hongkongs were upon us, and trembling coolies hastily gathered their two pieces of ribbon and a hairpin, all their worldly possessions in fact, and started to run. Before they had time to loot a sleepy cigarette-dealer's stall, the cannon-beats ceased, and the wildest extenuating that has been heard for many a day startled the ear. It seemed as if the Inferno had been let loose. The Chinese amateur musician has a loose knack of giving excruciating agony when he is in the mood, but even he and his tribe slunk away in face of this masterpiece of discord. Then a steam-engine, or something resembling it, had an innings. It was a gross travesty of the real thing. By-and-by, when the excitement of the nervous and the curiosity of the staid had been aroused to fever pitch, and the balconies were crammed with half-naked, and in the case of the children absolutely naked, humanity, the modern morning manures made their appearance. It was a band, and a Japanese band at that. Right bravely they stepped out, and swaggered, and stutted like peacocks on a frosty day. First came an imitation Wee Macgregor, with "coorie" complete. Above, below and behind him was a monstrous drum; nothing could be seen of the drummer except the top of his diminutive cap and a wiggling arm. Sometimes the arm made a violent twist only to miss the drum altogether. Two successive swings of that sort would have swiped Hongkong into the middle of next week. The feat looks an impossible one, but trust a Jap to work wonders. Once the semaphoric shot out and caught the man with the flute a resounding whack on the head. The sound was scarcely different from that evolved from the drum. Perhaps it was part of the business, for there was a fierce and anguished encounter, in which the drum gave forth a series of wails. The drummer simply flattened himself behind his entrenchments. When the scrap finished, the crowd on the walk became angry; they shouted "hurroo" and "maskee" and "give 'em what for." They grew nasty, but the band played on. The next man was a pudgy individual who nearly blew his head off in a vain effort to get an immense brass machine to speak. So big was the brass paraphernalia in which he had wrapped himself that he had never had time to polish it. On one occasion there was a distinct groan heard from the interior of the instrument, but whether it was an echo of the people's applause or a dying effort on the part of the musical gladiator the world will never know. There was also a cornet in this great and glorious, purple Oriental procession, a cornet made for show. It did its duty by doing nothing, to the intense delight of the spectators. It had evidently had an epileptic fit; foam oozed from the nose and left a track on the road as if a worn-out racer had passed. The cornet-player gasped and puffed and rattled his finger-bones on the keys, supremely content with himself. Then there was the giant—he had the flute of course. Most giants are born tired, and although the Japanese are ahead of people in most things, as everybody knows, this giant also had spells of laziness. He would blow for half a second and scare the wits out of all the cats in the neighbourhood. Pariah dogs rushed out of alleys to see this wonderful specimen of the human tribe and ran back howling with terror. When the flute started the drum stopped and vice versa. Of course the drum, although in the lead, had no idea where it was going. It was guided by the flute. Once the drum fell over an ash barrel and the flute nearly smothered it. Another time the flute only saved the drum from extinction in a gutter-puddle by a smart crack over its head. That was the band. A host of ragamuffins had been pressed into service to carry banners with many strange devices. All the Chinese coolies said they could easily read the devices, but when asked to interpret they replied that the words could not be translated into English. Which is unfortunate. There were blue, red and green banners; there were banners of white and banners of all the colours in the rainbow. Some of the banner "men" thought their duty was to twirl their trophy as fast as possible, so that the quickness of the hand might deceive the eye. It was a magnificent spectacle, and would be very stimulating if anybody knew what it was all about. It certainly got people out of bed in a hurry. One or two were heard to inquire whether it was 6 a.m. or 6 p.m. Probably other districts will have a visit at five minutes past midnight this morning. If so, Queen's Road residents will wish them joy.

A DISORDERLY JAPANESE.

ASAULTS A BRITISH SOLDIER.

Guchi, a Japanese, and three other firemen of the 1st Battalion, broke loose on Saturday night, but a policeman had taken Guchi in charge before his spree had really begun. Guchi, who was the leader of the quartette, measured about 4 ft. 6 in. in his socks, for he was in his socks when he visited Mr. Gompertz this morning, became very disorderly in the street, on Saturday night, so much so that a policeman, no higher than Guchi, was to quell the disturbance. Before the officer gave him the order the Jap sprang at his throat and tried to strangle him. James O'Driscoll, of the West Kent Regiment, who saw him going it too hot and nail, went up to assist the policeman and is sorry for it now, for he said that he found great difficulty in walking with the use of Guchi made of his legs, and that he cannot use his right hand to work, because it fell into Guchi's mouth. However, Guchi went far, all his fighting energy extinguished and he was placed in a cell. His morning he was brought to the Police Court on two charges: "Riotous and disorderly behaviour," and "assaulting the soldier." He denied both charges at the top of his voice as on several occasions seen to be subduing a smile. He was found guilty, nevertheless, and the smile faded when his Worship told him \$5 on the first charge and \$10 on the second, part of the latter fine to go to the soldier as compensation for his mauling.

ITAL ACCIDENT.

BURMAN CARPENTER KILLED.

Bernardson, said to be a Norwegian, and a carter on board the steamer *Anglo-Canadian*, which is at present at the Cosmopolitan Dock, Im-shui-po, was killed early this morning as a result of an accident. How the affair occurred no one at present can tell, but it is surmised that Hansen was either asleep on deck, or was drunk, and fell overboard. It is known he fell into the dry dock below, a distance of 45 feet. He was picked up in a pitiful condition, but not dead, and was temporarily attended to, but he expired from the lacerations he received on the way to hospital. A jury will be held.

NAPEN VENTURE NEVER WIN.

COOLIE'S SAD MISTAKE.

A sickish coolie, who takes up his stand outside the Hongkong Hotel, made a sad mistake on the evening of the 24th instant, and now he is the loser of one month's earnings, and when the police have finished with him he will be minus his licence. There is no doubt that this trick has been played with some success on unsuspecting civilians, as was related in the Police Court this morning, but the coolie went over his boundary when he tried it on a police inspector. On the afternoon of the 24th instant Inspector Langley, who was in mull at the time, was returning from the New Territory in the police pinnace when he decided to land at Kennedy Town and pay a visit to his brother, who is in hospital. At Kennedy Town he boarded a tramcar, alighted at Eastern Street, and walked the remainder of the way to the hospital. After he left that institution he returned in the same way and entered a car at the corner of Eastern Street and stopped at the Hongkong Hotel and entered before a constable had time to pass. Immediately he got outside a sickish coolie rushed up to him and yelled, "Pay money!" Inspector Langley, who said he had not sat in a ricksha for the past half year, was surprised at first, but thinking that it was a case of mistaken identity, waved the coolie away. This had no effect, so he asked: "What for pay money?" The coolie replied: "What for? You no pay ricksha?" The coolie said he wanted eighty cents and as none was forthcoming he used a few others followed the inspector, jerking the while and throwing in foul language at intervals, giving vent to his feelings. They followed the officer until near the ferry wharf, and when they saw that he was making for a constable, the coolie turned round to bolt but was stopped a given in charge. The case could not be heard the following morning owing to the sudden departure of the inspector for duty in the New Territory. He was to return the next day, but the equal which struck the Colony, found him in the New Territory, making his disappearance impossible. The inspector returned this morning, and the coolie was placed before Mr. Hazell, on a charge of persisting in trying to obtain a fare. The inspector gave evidence, and the coolie said he was certain the inspector engaged this vehicle.

His Worship:—When did he engage you and where did he go?
Defendant:—He engaged me outside the Hotel and drove about Queen's Road.
His Worship:—This is the first case of the kind that has come before me. I don't see where obtaining money by false pretences comes in?

Inspector Langley:—The very fact that when I approached the constable to give defendant in charge he attempted to escape shows it was a trick. He would not have attempted it on me if he knew I was an inspector.

His Worship:—Oh, yes.
Inspector Langley:—If this coolie attempts such a trick on me, your Worship, it will show how the civilians are imposed upon.

His Worship:—Have you heard of a similar case?

Inspector Smith (interposing):—There have been cases of the kind, your Worship, but they have not come to Court.

His Worship:—But then the coolies should be given in charge on the spot.

Inspector Langley:—Yes, your Worship, if the civilian chances to meet a European constable who can listen to his story. But if it is an Indian or Chinese policeman the coolie can make himself understood first and the result is that the civilian is arrested and charged, and the coolie's story is believed.

His Worship:—It might have been a mistake in identity?

Inspector Langley:—A very sad one, your Worship. There are very few people who resemble me in the Colony. (Laughter.)

His Worship held that defendant was guilty of the charge and fined him \$5. The police will cancel his licence.

DROWNING & DECAPITATION.

POLITICAL PRISONER'S PREDICAMENT.

When the *s.s. Hanai*, Captain Merles, left Haiphong on Wednesday she had amongst her passengers a Chinaman named Li Wong Cheung, a political offender and a murderer, who had been deported under extradition proceedings, he being very much wanted by the Chinese authorities, in order that he might answer to them for his crimes and suffer the penalty of death. Having no claim on a very good idea of the fate that awaited him as soon as he put foot on Chinese Territory, while on board he pondered over the situation, and apparently preferring death by drowning, (unless picked up by a junk) to death by decapitation, he seized a moment when his guards, two French Gendarmes and a Chinese detective, were off their guard, and when the *Hanai* was off St. John's Island, sprang overboard. The weather was very bad at the time, and the sea very rough, but notwithstanding that the man, who was on the bridge at the time, observed the occurrence, immediately stopped the vessel and turned her round and ordered a boat to be lowered, which was promptly done, while life-buoys were flung to the man. The latter turned on his back and floated, taking on the semblance of death, and making no effort to secure either of the life-buoys flung to him. However, the boat in charge of Mr. J. Hanson, second officer, and four sailors soon reached his quarry, and had the man, still clinging death, aboard. Arriving back at the ship's side, which was somewhat difficult matter, owing to the condition of the sea, the boat was hauled up, and the culprit very soon brought back to the ship, consciousness which he pretended to have lost, and was then clapped in irons and confined in a cabin until the arrival of the vessel in port, when he was transferred, in charge of his guards, to the Canton boat last night. His further history is a blank. The boat was somewhat damaged owing to the rolling of the *Hanai* as it came alongside, and, of course, the two life-buoys were lost, but the delight of the gendarmes on recovering their lost prisoner was exuberant, and they rushed to thank the captain for his salvation from the degradation that would have awaited them had they lost their prisoner. From the time the man jumped overboard to the time he was rescued and the *s.s. Hanai* enabled to go full speed on her course again was just twenty-five minutes, which was certainly a remarkable performance considering the condition of the weather. This is the second rescue that Captain Merles has effected at sea in the last few years, the first being that of 44 Chinamen and two Germans in 1899, and his prompt action and strong humanity are certainly deserving of recognition in the proper quarters.

The Chinese Engineering and Mining Co.'s total output of the Company's three months for the week ending 24th July, 1906, amounted to 18,468.46 tons and the sales during the same period to 15,487.63 tons.

REVIEWS.

"MODERN MEDICINE FOR THE HOME."

The majority of books which go under the title of "household physicians" or similar designations are so filled with technical terms that the lay reader finds himself in a labyrinth when he attempts to discover the symptoms of and remedy for any disease or ailment from which he may be suffering. But Dr. Ernest Walker, M.R.C.S., L.R.C.P., in his "Modern Medicine for the Home" has provided a work which should be in every household. The language is so clear and precise that a child could understand it. There is no theorising or didactic doctrines. In the simplest manner, Dr. Walker briefly states the causes of the disease, the symptoms and the treatment. The common ailments which afflict humanity are all included in this volume of 200 pages, from abscesses to yellow fever. But what renders the work most valuable to the general body of readers is the careful exposition of children's troubles. These troubles may be slight but they are none the less of importance in the eyes of the mother, and "Modern Medicine" shows how the child may be relieved. In some cases the remedy is ridiculously simple if reference be made to Walker's publication, and many an infant would be saved from the pain of the simple treatment prescribed in this medical dictionary were applied at the outset. As a rule, most of the books which deal with the everyday complaints of children and adults alike are far too erudite; they abound in strings of formulae which are so much Double Dutch to the average reader; indeed the aim of the authors usually appears to be to render darkness more impenetrable. But "Modern Medicine for the Home" avoids the highly scientific. It is actually what it claims to be, a "household companion." In "The Poison Dealer" Jerome K. Jerome is induced to take a holiday because after perusing a volume of quick remedies he discovers that he has every disease under the sun except housemaid's knee. Dr. Walker takes a cheerful view of his subject; like a practical man, he goes straight to the point and before you know where you are the cure is effected. Considerable attention is given to poisoning and the antidotes which should be used pending the arrival of the doctor. "Modern Medicine for the Home" is cheap, handy and useful. There is only one fault to find with the book. It is bound in red covers, with the result that in this climate the dye is apt to discolour the fingers, but that will no doubt be remedied in future editions.

"THE POISON DEALER."

Georges Ohnet is best known in England by his incomparable "Ironmaster" or "Le Maître de Forges" as it is called in French. But Mr. Ohnet has struck out a new line for himself in "The Poison Dealer," which gives a vivid picture of the evils of the drink trade and its effects on the rising generation. Indeed, the work might have been issued under the auspices of some temperance association, for while it is intensely dramatic the central idea of the curse of drunkenness is never forgotten. The scene starts with a prosperous French firm which largely through the initiative of the chief partner Vernier is on the road to fortune in the wine trade. Vernier follows orthodox methods at first, but eventually produces a concoction which is warranted to bring murder and sudden death on all who use it. The very seductive nature of the liquor constitutes its chief charm. Vernier himself is merely a man of business, but his son is a degenerate who gets entangled with a demi-mondaine and indulges in all the excesses of gilded youth. His health is shattered by debauchery; he is the cause of constant trouble to everybody. An accident leads to his acquaintance with a mythical country maid, and he endeavours to shake off his "fation" with the "Poison Dealer." The influence of his new love prevails for a time, but after he is married the old character endeavours to recover her power over the weak-willed distiller's son. There is a terrible holocaust at the end. "Through the story runs a love interest which ends in the usual way. "The Poison Dealer" is sensational, tragic and at the same time it holds a moral. No one would guess, however, that Georges Ohnet was the author.

A MODERN SOCIETY NOVEL.

As one may judge from the title, many of the scenes in "The Beauty Shop" occur in one of those many establishments in Bond Street where faded beauties seek the elixir of life and pay fabulous sums to recover the pink cheeks and clear complexion which fascinated the world before their owner had lost all trace of beauty amid a whirlwind of gaiety and a multitude of routs. The sham and hollows of it all are admirably portrayed. It is all quackery pure and simple; but with a quackery which produces a concoction of the sardonic sort in the description of the remedies supplied to rejuvenate worn dowagers. But the rapid life of the metropolis is mingled with rural Kentish pleasures, where the bucolic mind is pictured with fidelity. The arch-villain of the piece is a South-American who has been everywhere, seen everything and knows everybody. Myrtle Dalmer, the daughter of a country squire, comes to London to make her debut in society, leaving behind her a poor curate who crushes his head against the bars of his heart. The Rev. Wylde is a Robert Elsmere condemned to labour in a rural parish. Of course, Myrtle becomes the prey of the South American adventurer who seems to live on the wind. Meanwhile, the "beauty shop" is at sixes and sevens owing to the "model" who is disgusted with her occupation. Her duty is to attribute her wonderful complexion to the cosmetics compounded in Bond Street, and she is eternally at war with her mother and every body else. After Myrtle and the adventurer are wedded all goes wrong for a while. The "model" disappears, and the quixotic Wylde spends days and nights hunting for her in order to rescue the fallen. He finds her in the Empire music hall and dramatically meets his old love while escorting the Magdalene. The adventurer turns out to be a blackmail artist and that is the end of him. "The Beauty Shop" is witty, piquant, and clever. It abounds in apt situations and is decidedly well adapted to the reputation of the author, Mr. Daniel Woodroffe. It is the best society novel we have read for some time.

THE WEIRD AND WONDERFUL.

Stories of the discovery of the fourth dimension were once very popular. Mr. George Griffith has made his name as a sensationalist and he lives up to it in his latest work, "The Mummy and Miss Nitocris." When people can become invisible at will, reincarnate themselves, return to their original state some thousands of years back, and perform all manner of strange and uncanny acts, it may be supposed that they hardly act as respectable suburbanites. There are any number of thrills in the book. The British Navy saves the Russian Empire, prevents a world-wide international war and behaves itself as the Navy is always supposed to do. Those who care to read novels of the sensational and weird order cannot do better than purchase Mr. Griffith's work, for it is certain they will not be disappointed. But might not be advisable to read it just immediately before retiring for the night otherwise nightmares might be the consequence. "The

Mummy and Miss Nitocris" is readable from start to finish.

"VILLAINY UNMASKED."

Everybody knows Dick Donovan who has been writing detective novels for nearly half a century. But "Thurtell's Crime" is a detective story which is not a detective story, if the meaning of that phrase is clear. It has all the elements of violence and crime, of innocence and roguery, of violence triumphant and vice exposed. The novel opens with a prize-fight to which "Judges and journalists, lords and rascals" flock in their hundreds. The favourite is dead, but only a few are let into the swindle. That night there is a card-party where Thurtell and a few others attempt to rob a guileless sprig of aristocracy, only to be denounced by the manly, upright, straightforward son of the squire. Of course there is a duel, and the heroine, the fiancée of the hero, appears on the scene to find her lover lying unconscious. She promptly strikes the scoundrelly antagonist with her whip and not only blinds him in one eye but spoils his beauty for ever. There is a wicked elder sister who absconds from her home and turns up in a London public-house where she seems to be part of the goods and chattels. Excitement rises to fever-heat when the parties come together in London. The heroine and the aristocratic-mentioned are decoyed to a deserted house and threatened with torture and death. They escape, but the story is circulated that the young unmarried heroine has gone to live with her preserver at his town house. It is all a mistake, but it serves to keep up the interest. The scoundrels are caught at their nefarious practices red-handed and suffer accordingly. The noble lord marries the hero's sister and the hero and heroine are made one. There is one fault with the story; why will Dick Donovan persist in using words which are not to be found in any dictionary on the face of the earth? It is a most irritating practice, but probably the majority of readers will pass over the uncouth terms in following the exciting episodes of the chief characters.

ADVENTURES OF A GIRL.

"Rowena" is a delightful book, utterly devoid of the cheap clap-net and high-faloot nonsense which too frequently destroys the writings of lady novelists. The chief protagonist is the daughter of a most unworshipful professor who spends his days and nights over what is to be his *magnum opus*. In the midst of his abstractions, he allows his household to fall to pieces and the inevitable crash comes. Rowena goes to London as lady companion to a jumped-up plebeian while the Professor betakes himself to Scotland. The experiences of Rowena in the household of the bombastic, ignorant and contemptible *bourgeois riche* are admirably depicted. Eventually she has to depart at a moment's notice, but her evil genius being in the ascendant she meets a former visitor to the house where she had been engaged and accepts the appointment of governess to his child. The Professor is still at his books, trying publisher after publisher to bring out the work of the century. Nobody will have anything to do with it, but one publisher generously states that he will bring it out for £1,000. Rowena therefore makes it her business to save up the sum. The Professor receives a mysterious gift of £1,000 and the book is published, but it does not sell. The Thames on fire turns out that Rowena's employer who thrusts unwelcome attentions on her is an ex-burglar, but, without disclosing the sequel, it may be said that all turns out right. The dialogue is keen and occasionally epigrammatic. The story rolls on easily; every chapter is a drama in itself—a drama of social and everyday life. There are no long dissertations to disturb the reader who turns to the novel for recreation and pleasure, and no pages to be skipped. "Rowena" should attain a wide circulation.

"Modern Medicine for the Home," by Ernest Walker, M.R.C.S., L.R.C.P.
"The Poison Dealer," by Georges Ohnet.
"The Beauty Shop," by Daniel Woodroffe.
"The Mummy and Miss Nitocris," by George Griffith.
"Thurtell's Crime," by Dick Donovan.
"Rowena," by Agnes Giberne.

All the above works are published by Mr. T. Werner Laurie, Clifford's Inn, London.

KINDNESS "REPAID."

COOLIE SEVERELY PUNISHED.

Ko Yung, who apparently obtains a living by his wits, returned from the interior on Saturday last and discovering that he was hard-up and had small chances of obtaining employment paid a visit to a friend, who is employed in a furniture store at No. 24, Lyndhurst Terrace. He related his troubles to his friend and inquired if anything could be done to give him a helping hand as he was down on his luck. The friend had no cash but invited Ko to share his room with him, and have "chow" together until such time as he could get a job. Ko accepted the invitation immediately. That night both men went to bed together. At about four o'clock yesterday morning, Ko crept out of bed, dressed himself hurriedly, picked up some keys that were lying on a table and went below and opened the shop. Then picking up four American chairs, he unlocked the premises and cleared away. When his friend awoke he found his guest gone and so were the shop keys. Suspecting something wrong he went into the shop by the back door and finding that the place had been robbed he notified the police, and later Ko was arrested just as he was about to pawn the chairs. "On being placed before Mr. H. H. J. Gompertz, at the Police Court this morning, Ko pleaded guilty and was sentenced to one month's imprisonment and six hours' stocks. Inspector Warnock prosecuted.

THE PRESS IN CANTON.

VICEROY SHUM DETERMINED TO SUPPRESS.

A Peking correspondent states that H. E. Tien Chün-hsueh, Viceroy of the Two Kiang provinces, at Canton, writing the other day to the Hsueh-chingpu, or Ministry of Public Safety, and asking for a copy of the proposed Press laws that were being drawn up by that ministry, informed that body that, unless he (the Viceroy) was furnished at once with a copy, it was his intention to promulgate certain Press laws himself "for local consumption" at Canton. "There have lately been springing up several newspapers in Canton whose unbridled licence in commenting on their betters must be stopped and in the absence of the laws promulgated from Peking the provincial authorities of Kwangtung will be compelled to take the law into their own hands for the preservation of peace and good order in the province. The locally made Press laws will, however, be suspended on receipt of the laws from Peking." As the Press laws drawn up by the Hsueh-chingpu are now in the hands of the various Chinese abroad for comparison with the Press laws of the countries to which they are accredited, it cannot be said that they are accurate until reports therefrom from the Chinese abroad be received by the Imperial Government. —N. C. D. News.

CLAIM FOR RENT.

AN UNSTAMPED AGREEMENT.

30th ult.

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Peking Judge, presiding, Leung Wa Hing, trading as the Shun Yik, of No. 39, Gough Street, sued the Kwong Tak Tai firm of No. 3, Wing Lok Street, foreign dealers, for recovery of the sum of \$75 being one month's rent for the first and second floors of No. 3, Wing Lok Street, and one month's rent in lieu of notice of quit.

Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiff, defendants appearing in person.

Mr. Dixon said that the defendants, who occupied the ground floor of the premises in question, approached the plaintiff with a view to renting the first and second floors of the house, which were then vacant, and they entered into an agreement accordingly, the defendants to pay \$45 per month, Leung Wa Hing, the plaintiff, said that on the 22nd day of the fifth moon the defendants approached him with a request that he would let them the first and second floors of No. 3, Wing Lok Street, of which premises they were then in occupation of the ground floor. An agreement was arrived at, and rent was to be paid at the rate of \$15 a month for the two floors.

His Honour (looking at the document produced): But this is not stamped, I cannot accept this. Will you undertake to get it stamped.

Mr. Dixon: I will not give any personal undertaking to get it stamped, my Lord.

His Honour: Well, if the case is proved I can only give judgment subject to that document being stamped.

Mr. Dixon: I don't know if the plaintiff will get it stamped, but probably he will—the penalty is very small.

His Honour: You had better ask him. In the meantime I am bound to impose this document as it has now come into my hands.

Plaintiff, being referred to on the subject, undertook to get the agreement stamped in the course of today. Continuing, he said that the agreement was concluded and the premises handed over, but defendants, as far as he knew, never used them, and later told him they did not want them. At the time of signing the agreement defendants paid \$15 in advance on account of rent. He had to give possession on the 13th lune. Defendants stated that the agreement was for them to enter into possession of the premises on the 13th lune, but on that day they could not get possession, and only on the 23rd July were they informed that the premises were at their disposal. They did not want them then, and they did not occupy them or use them in any way, and notified plaintiff of that fact. Evidence was called in corroboration, and judgment was given for defendants with costs.

THE RULE OF THE ROAD.

COXSAIN'S CERTIFICATE SUSPENDED.

30th ult.

An inquiry was held this morning before the Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, into the circumstances connected with the charge of failing to observe the rule of the road in Victoria harbour, preferred by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, solicitors, against the master of the steam launch *Penguin*, Lo Man, certificate No. 1,312, on the 24th inst.

Mr. Wilkinson said on the 24th inst. he was returning to Murray Pier from Stonecutter's Island by launch. On reaching Murray Pier a launch, which proved to be the *Penguin*, was seen approaching the Hongkong side about four points on witness's port side. The *Penguin* never altered her course, but stood on across witness's bows. When a collision appeared inevitable witness had to slow down and starboard his helm in order to clear the *Penguin*. He passed under her stern. There was no alteration, apparently, in the *Penguin's* course. A collision would, in witness's opinion, have been inevitable had he not done as he did.

Mr. Gray, a passenger with had witness, said a collision would have been inevitable had their launch not given way.

Lo Man, master of the *Penguin*, explained the position by models, which showed conclusively that he had crossed the bows of complainant's launch which was on her starboard side, when he should have given way.

His Worship ordered the master of the *Penguin*, Lo Man, to have his certificate suspended for a period of four weeks.

Addressing Messrs. Wilkinson and Gray, his Worship said: I desire to thank the gentlemen for coming forward to give evidence, as it is only by such means (no seldom done) that it is possible to impress upon masters of steam launches that they cannot afford to ignore the rule of the road in this harbour.

THE "CHINKIANG"—"ALACRITY" COLLISION.

The arrival of the *s.s. Chinkiang* in Shanghai after her collision with the H.M.S. *Alacrity* has been the fact that one of her chief officers had the narrow escape of his life. He was lying in his bunk when he heard the first crash of the impact as the *Alacrity's* bowprit swept a portion of the *Chinkiang's* main deck. Springing from his bunk, he made for the door, but remembering some valuable papers in his bureau, turned to recover them. The next instant there was a second crash as the bow of the despatch boat tore through the side of the *Chinkiang*, exactly over his bunk. At the same moment some heavy stuff above the door through the cabin and smashed on to the bunk in the exact position where the officer's head had been—but a few moments before. It is said that the officer reached the passage way in record time. So great was the force of the impact that the *Chinkiang's* cargo of bean cake was jammed into a solid mass and when the ship was lightened, had to be dug out with axes. Had the bow of the *Alacrity* been a straight one instead of a fiddle-shaped, the *Chinkiang* would have been cut in two.—*Shanghai Times*.

TRAN-WRECKERS are at work again. The punishment passed on a school-boy by Mr. F. A. Hazell about a fortnight ago does not seem to have had any effect on others of the same clique, for during the past week no less than five attempts to derail trains were made at West Point. On one occasion the attempt was successful. A car, westward bound, in turning the curve into Connaught Road West, ran over an iron bolt and was derailed, at the same time running on to the track of an east-bound car. That car was either unable to pull up in time, or owing to the absence of lights on the derailed car, crashed into the stationary train, doing some damage to both cars. A sharp look-out is being kept in order to capture the evil-doers, but up to the present without success. Another attempt was made on Sunday to get a car to jump the track, but as the motorman was on the look-out at West Point the bolt was seen and removed and the train continued its journey.

THE AMERICAN COURT IN SHANGHAI.

RECEPTION TO JUDGE WILLEY.

30th ult.

An informal reception was held at the American Court on Saturday morning, reports the *Shanghai Times* of July 23, when the Committee and several other members of the American Association, as well as some half-dozen well-known American and British lawyers and a sprinkling of the general public attended to bid Judge Willey welcome on his arrival here to occupy the Bench of the newly formed American Court in Shanghai.

The gentlemen present were introduced to his Honour by Mr. J. L. Rodgers, Consul-General, and greetings exchanged between all round, the Rev. Dr. Gilbert Reid, President of the American Association, stepped forward and said:—Judge Willey, the American Association, through the few of us who meet here this morning, are glad to extend to you a most hearty welcome to the cosmopolitan community of Shanghai, in which Americans from the opening of this place as a treaty port 64 years ago, have formed by no means an inconsiderable element not only in the commercial, but in the missionary and educational departments.

We congratulate you in being honoured by our Government to lay the foundation of an American judicial system in China, as distinct from the purely administrative duties of our Consular service, and so illustrating one of the prime characteristics of our federal and state constitutions—an illustration all the more important at this present time, when China is seeking for new forms of constitutional government. This distinction of administrative and judicial functions of government has been already illustrated in our past by the able representation of our English consuls, and I am sure that we all agree that the high standard of English sense of law, justice and equity had done much to exalt all Western civilization in the eyes of the Chinese. After your wide experience in judicial matters among another Oriental people you are well fitted to maintain the standing of the new American Court in China, and, if I may be allowed to add, especially if, as Shanghai, in some way or other, seems to have been excluded from the American Consulate-General in Shanghai, in spite of the complications incident of a combination of administrative and judicial duties, have for the most part, all through the years, possessed judiciousness and fairness in the decisions they have been called upon to render, but with the increase of work attached to this Consulate, if for no other reason, we are glad, and I think our esteemed Consul-General is also glad, that two men, rather than one, are now designated to look after our varied American interests in this important port.

An Association we take some credit to ourselves in helping to bring about this most desirable result. In fact this was one of the objects for which the Association was originally started. We assure you of our hearty support, as you enter on your new duties. The more you are able to exalt the judicial character of this Port, the more you will be held in esteem by this Association and by the best in this Community of all nations. I presume we shall have that in time. We have a case to come before you, you will find some way, of course in strict legality, for us all to always win. Being peaceable Americans, you as Judge may perhaps have little to do, but none the less we are glad an American Court for China has been formed, and that you, Sir, have been the first to be selected to preside at its sittings. We wish for you many happy years in our midst.

Judge Willey replied as follows:—Mr. Rodgers, Dr. Reid, gentlemen,—Certainly I am very much pleased at this reception this morning. I am gratified to find American characteristics so prominent at the outset, hospitality, love of justice, and the desire to win cases. I am sorry that I am not in a position to discuss the situation here. As Dr. Reid has very properly said I have been transferred from Manila, on which I am in a position, I think, to make a speech, but not on Shanghai, where the situation is so strange that I know absolutely nothing about it. Of course I appreciate the high honour and distinction of this appointment. I feel that I only know in a general way the scope of the work that is cut out for me by the Washington Government, but by the kind assistance which I have been receiving and will, I know, continue to receive from the Consul-General here and from you, fellow-Americans, I will in a comparatively short time gain a knowledge of the situation that will be of great value to me and enable me to undertake this work. It is gratifying, as I said at first, to know that Americans here take an interest in the establishment of this Court, as you gentlemen have manifested here this morning.

His Honour then turned to the Government. The Court cannot accomplish its task without the support and confidence of the community in which it operates. The success of any Court in Anglo-Saxon countries depends largely on the character of the bar that practices before it and of the community in which it operates. I need not tell you that the great, overmastering ruling power in all Anglo-Saxon countries is public opinion, and of course Shanghai is no exception to the rule. You, Gentlemen, who are assembled here, no doubt go far in fixing the public opinion of the place in which we live, and on that account, as by reason of the kind, enthusiastic, and active interest that you have taken in the establishment of this Court and that you now take in it, I feel I have great grounds for hope and courage. As to our English brothers, cousins or whatever relations they may be—at any rate it does not make any difference what the terms are—we have heard much of their good work here, and we feel very much at home—at least, do—whenever we are associated with English lawyers. It does not make any difference where we may meet. I know that from the standpoint of Americans we are very proud to claim them as our ancestors and I hope they are equally gratified to recognise us as their offspring. In their work here they have met with very great success in the Court which they have established. No doubt their Court as run on the lines they have adopted will be of very great value to us here. Strange as it may seem, I have not seen an Act of Congress establishing this Court, and I do not know what its rules will be, but I am sure they will proceed along the lines of Anglo-Saxon jurisprudence, modified no doubt, in minor details, to adapt them to local conditions. I thank you again for this most kind reception, which I can assure you I appreciate more than I can say. (Applause.)

The proceedings soon afterwards terminated.

THE excellent service of steamships maintained by the Norddeutscher Lloyd in the Far East was again evidenced on Monday, when the *Prinz Eitel Friedrich* arrived at Hongkong, having completed the journey from Singapore to this port in the remarkably short space of three days 21 hours. That probably constitutes a record for the northern run between the two ports; in any case it is a "highly creditable achievement," and Messrs. Harbers & Co. are justly entitled to plaudit themselves for the performance of the vessels for which they are the local agents.

"DISGAUNTLED HONGKONG."

HOW MIRACLES WOULD BE WORKED.

referring to recent article which recently appeared in the *Hongkong Telegraph* regarding the salubrity of Bangkok, a genial contributor to the *Bangkok Times* writes under the above heading:—Naught good ever came out of Naxareth, nor any better out of Bangkok, if our Hongkong critic may have been acquainted with the character of the quill, and God, who made a healthy liver! For why should not the poor exiles in the "jungle" number a Mark as easily or so among us? Well, well, Bangkok is not less unwell than ill, and I have naught to complain of, unless it be an intolerable stink and prickly heat between the shoulder blades, the first of which many poor wights in the north would give much for, and the other a few later in the year, when it might be there to comfort in scratching as the galled horse knows. But our friend is over-averse, and he is more to be a Scotsman, and then there's more to be said. It is long bows to twist here and Hongkong; to indulge in Cantonian controversy, the which, by its nature, ought rather to end in good fellowship. Here am I in Bangkok, and there are you in Hongkong, each striving to make the other a better man, and I might take my text from the medical authority who gravely questioned the influence of your climate on the mental faculties, and say this is a case in point, a lachrymose person, a very melancholist. And yet, I don't believe it. Had we him here we would alter his purview of things; he should view "the beauties of Kualongkong's" city after he had gazed upon the towers of Canton's vine-herb and straw coloured. Then would his faculties be worked. But, perpend, let us be serious. This abuse of Bangkok is a thing accustomed elsewhere in the Far East. It is thrown at Bangkok that we have cholera each year. That is true; yet it is true also of many other places passed over without a word beyond the statement of the fact that there is cholera. The death rate in Bangkok from cholera is less among Europeans than in many places in the world. For example—wherever sanitation has been tried these many years. The water scheme, for Bangkok is bound to be carried out in the near future, and with that alone we venture to predict that the scourge will be abated in very large measure. As it is, putting cholera aside—which is a careful routine in household management reduces to a negligible quantity—what remains? A little fever, dysentery, and perhaps (water again, look at that), and plague perhaps. That, I think, is an importation, from Bombay by all inferential reasoning, or possibly from Hongkong. Other things we would not, for a careful liver saves his organ that name. We refuse to believe our Bangkok inferior to any other place of the same or lower latitudes. And you use yourself well it will use you no worse. This is the experience of many who enjoy as good health as we, and more examples to show as it doubtless, but we find it otherwise, will journey north, if it only be for the pleasure of taking our critic by the dexter armpit and—persuading him to the contrary.—F.

FAR EASTERN DOCKS.

Commercial Intelligence publishes an interesting article on the docks and shipbuilding of the Far East, and after a long description of and praise for the Japanese yards, has the following to say about the British enterprise of the mainland.

"A striking fact about the Japanese shipbuilding and dock concerns is that they are all capable of accepting and carrying out building contracts of considerable magnitude, which is not the case with any other concern anywhere in East of Port Said. Of course, they have to import a considerable amount of their material, but so have the others. There appears to be considerably more technical knowledge and skill in the private yards of Japan than in any of the concerns working in the British Colonies of the East. It is worth noting, moreover, that the material purchased in Great Britain by the Japanese yards is far higher than is the case with similar concerns at either Singapore, Hongkong or Shanghai."

"In view of these facts it is difficult to see anything bright in the prospects of those domestic companies working in Hongkong or Shanghai, and I must again very strongly advise British investors to abstain from providing capital for any such concern that is likely to be offered in London."

There is an evident reflection in the skill and knowledge of the technical staff of the British concern. That a Britisher should voice the opinion that there is more technical knowledge and skill in the private yards of Japan than the establishments at Singapore, Hongkong or Shanghai, shows to what extent some English writers will slip over in their fulsome praise and adulation of their allies. When we remember that Britain has excelled the world in shipbuilding and some of her best men have created the industry in the Far East, and have brought it to its present prominence, the reflection on such a person is a prominent one. Mr. D. W. Wilson, a Twentymann, is decidedly uncalled for. It is quite evident that the writer has assumed this superiority of the Japanese over his own countrymen, on the fact that the Japanese yards have turned out and equipped some larger ships than the other yards of the East.

It is merely a circumstance of accident in location, where the Japanese Government has purposely encouraged the building of capital vessels in her own yards under the supervision of her foreign trained shipbuilders. We admit, of course, the importance of the latter, cannot, however, give any opinion which places them in a superior position to the type of British Engineers who have managed the other enterprises in the Far East. If these have the opportunity to build the larger ships, the no doubt about their ability to carry out the contract successfully and with superior in-

gence. As to the class of material purchased from Japan being better than that supplied to other Far Eastern companies, it followed that there must be some explanation that the Japanese have been ordering higher grade material for the construction of the many war vessels now under contract. The majority of the work could have successfully been carried out by two or three concerns on the China Coast if political influences had not sent the orders to Japan, in which event the statement would have been true.

There is one point, however, in the statement referred to, which bears considerable weight and though it smacks of stock jobbing, an attempt to "bear" the shares of the company concerned, the statement has some foundation.

"It is difficult to see anything bright in the prospects of those who depend on the export of Hongkong goods," stated one company official, "and, as a matter of cold fact which can be proved, the truth of it is apparent."

No other industrial enterprise has enjoyed such a boom in this part of the country as docking and shipbuilding. In recent years, the docks, which were once insignificant, have become monopolized by a few big companies. The government has recently faced a severe competition in the short-hire fleet. The new 100,000-ton Admiralty Dock will divert the docking and repairing of British naval vessels; the imminent new dock at Quar Y Bay will make further roads on their old business, and the arrival in Manila, of the big Japanese shipyard, will divert the docking of vessels away from the docks in Shanghai. During the past year, the Japanese Arsenal dock has been converted into a commercial enterprise entering as a stiff competitor for the work at that port, formerly monopolized by Farquhar, Edey and Co. The Japanese Imperial Dock Company, which has been publicly stated its intention to also enter the market. [They have since abandoned the scheme.—ED., H.K.T.]

The Mitsui Bishi, Kawasaki, Chosen, Yokohama Dock Companies, the Osaka Works and others are all engaged in the same business, and are advertising for work in China and the Far East, and even

mean to get it.

In addition to the larger enterprises China Coast at Hongkong, Shanghai, Singapore, all the secondary ports now their own docks and shops for handling local and coast trade.

With the entrance of the Japanese field, adopting modern pushing methods, and a determination to succeed, throws the older firms on the main shore off some of their insular conceits and face the issue, fighting the competition with their own wits. Otherwise, the able loss of business, and consequent loss of dividends and value of their stock will follow.

The correspondent of the *Commercial Intelligence* has evidently had this in mind, in urging home investors against providing for docking enterprises in the Far East.

Far Eastern Review.

PROGRESS OF THE COMPETITION.

The *Kobe Herald* translates from the *Osaka Asahi* the following statement as to the present position of the rivalry between British, German and Japanese shipping firms for the shipping trade of the Yangtze.—The British and German steamers on the Yangtze are used to rapidly increasing in number. There are now, on the Yangtze, Messrs. Butterfield and Swire, belonging to Messrs. Jardine, Matheson, and other British vessels, and three N. D. steamers, all running between Shanghai and Hankow. Most of them are of 2,500 or 3,000 tons, only two or three being of 1,000 tons or below. Four O.S.K. and two N.Y.K. steamers are engaged in severe competition with the British vessels, while the N.Y.K. also has several vessels plying between Yokohama and Hankow, and the O.S.K. three between Osaka and Hankow. In addition to the above-mentioned lines, the China Merchants' Company has five very good steamers on the Yangtze service. In all, twenty-seven British, German, Japanese and Chinese steamers are now taking part in the fight which is in progress between Shanghai and Hankow. If the vessels on the service between Yokohama and Osaka and Hankow are added, the number is used to rapidly increase. Moreover, the service between Shanghai and Hankow there are two O.S.K. steamers, two belonging to Messrs. Jardine, Matheson, two belonging to Messrs. Butterfield and Swire, and one run by the China Merchants' Co. Between Hankow and Chongking, the Nippon Company has two vessels, the China Merchants' Co. and Messrs. Butterfield and Swire have one each. Between Chongking and Nanchang there is one steamer, belonging to Messrs. Butterfield and Swire, and it will be scanty. Between Shanghai and Swatow, there are eight Chinese, eight Chinese, and three Japanese steamers in competition on the Yangtze service. But there are also a number of independent vessels which join in the competition from time to time. In consequence of this intense rivalry, excessive rate cutting in the conveyance of passengers and cargo is being indulged in, to the great discomfort of the companies concerned. As to the passenger companies, the Japanese and German passenger lines are the strongest and the lowest rate in the world for the Yangtze service of the N.Y.K. and O.S.K., and the Nippon Company has been proposed for the purpose of meeting the force of competition. Owing to the conflicting interests of these companies, however, it is uncertain whether or not the proposed arrangement will be carried. But, it is certain that the arrangement will have to come to the attention of the Japanese firms if it is to be successful.

The *Osaka Asahi* also reproduces statements made by a Japanese who has returned from South China concerning a competition between the N. Y. K. and the D. Y. K. the Swatow-Bangkok line. According to the Swatow-Bangkok line, the Japanese Company's assertions, the Japanese Company's vessels are obtaining twice as much freight as passengers as are secured by a German steamer, although the N. Y. D. L. panger has been reduced to Yr. 30, compared with Yr. 40 charged by the D. Y. K. The *Asahi* information attributes the success of the Japanese service to the unpopularity of the German line with the Chinese.

The coxswain of the steam tug *Morning Post* was summoned by the police Tuesday morning by Mr. F. A. Hazeland, for allegedly obstructing the 22d inst., as they caned a man, Messrs. Butterfield and Swaine, who were some time ago for a lar affray (allowing their launches to obstruct the police). The coxswain of the *Morning Post* would be charged with maintaining near the pier, but the man on the launch remained so as to allow free access to the pier. Apparently he did not follow instructions, his Worship fined him \$5.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a monthly meeting of the general committee of the Hongkong General Chamber of Commerce held in the Chamber Room, St. George's Building, Hongkong, on Tuesday, 10th July, 1906, at 3.30 p.m. President—Hon. Mr. E. A. Hewitt (chairman), Hon. Mr. W. J. Gresson, Messrs. A. Baup, H. E. Hunter, G. H. Medhurst, N. Siebs, H. E. Tomkins and A. R. Lowe (secretary).

The minutes of the monthly meeting held on the 20th ultimo were read and confirmed.

SAN FRANCISCO DISASTER.

The following letter was read by the Chairman:

State of California, Executive Department, Sacramento, June 1, 1906.

Sir,—I have the honour to acknowledge your favour of the 30th of April confirming a despatch of earlier date and renewing an expression of sympathy with the people of San Francisco in the great calamity which recently befell them.

Permit me, speaking on behalf of the citizens of San Francisco and of the entire State of California, to express sincere appreciation of and gratitude for the sympathy so graciously manifested by the members of your commercial organization. Since the catastrophe of April 18th there has been such a world-wide exhibition of the sentiments of human brotherhood as has deeply touched the hearts of Californians and has served to mitigate their sense of suffering and grief.

It affords me great pleasure to say that San Francisco, although sorely stricken, will recover, and I think speedily, from the effects of the blow. Already the business organization is re-establishing itself on former lines, and although it will necessarily take time to rebuild the structures which were destroyed, I have no doubt that in five years the chief American port on the Pacific will be a busier and more prosperous city than before.

We shall ever retain a feeling of gratitude toward the people of those places, which, like the commercial community of Hongkong, have manifested their sympathy in our loss and their hope of restoration to our former state.—I have, &c.

To the Chairman of the Hongkong General Chamber of Commerce, Hongkong, China.

(Sgd.) Geo. C. PARKER, Governor of California.

NATIONAL ASSOCIATION OF MANUFACTURERS OF THE U. S. A.

New York, May 29th, 1906.

Dear Sir,—This Association, as you doubtless know, is an organization of leading manufacturers of the United States in all lines of industry. Its membership is now about three thousand (3,000). Frequently the heads of firms or companies embraced in our membership, or their special representatives, make trips abroad, and in the interests of international trade we have thought you might like to meet some of these gentlemen. Therefore, if it should be agreeable to you we should take pleasure in placing your Chamber on the list of organizations to whose secretary or other officer we may take the liberty of introducing those of our Members or their representatives who visit your City.

Naturally at these interviews a little information might be given and received that would be of mutual interest.

We assure you that we shall at all times be pleased to see any one from your City whom you may introduce to us.

We have commodious offices in the business centre of New York City with a staff of over 60 people, comprising gentlemen who read, write and speak all the leading commercial languages, and the various facilities of the offices are always at the service of visiting business men from other countries free of charge.—Very truly yours,

(Sgd.) Wm. M. BROWN, Assistant Secretary.

Secretary, Chamber of Commerce, Hongkong, China.

The Chairman of the Chamber was already associated with the "Philadelphia Museum" a somewhat similar institution to that of the present correspondents, and it was agreed to reply that the Hongkong Chamber would be pleased to reciprocate the facilities offered by the Manufacturers' Association as far as possible.

SIX HUNDRED OF CHAMBERS OF COMMERCE OF THE EMPIRE, 1906.

The preliminary list of the Republics before the Congress was discussed and in view of the Chamber's letter to the Delegates at the last and ultimate it was decided not to cable any further instructions.

ALLEGED BITING UP OF THE HARBOUR.

The following letter was read—

Colonial Secretary's Office, 2nd July, 1906.

Sir,—I am directed to bring to the notice of your Chamber certain investigations that have recently been carried out with regard to the depth of water in the harbour of Hongkong which it is thought may be of interest to them.

In the first part of the year 1904 Mr. J. F. Boulton, then Acting Assistant Director of Public Works, prepared an exact comparison of the depth of water all over the harbour as indicated by the chart that had been issued from time to time by the Hydrographer to the Navy. This report showed that the shoaling that had taken place between the years 1841 and 1895, involved the loss of a considerable area of five fathoms water, particularly in the western part of the harbour, a loss which if verified and likely to continue pointed to the necessity of extensive dredging operations being undertaken without delay.

Mr. Boulton pointed out, however, that the correctness of the results he had arrived at depended on the correctness of his assumptions with regard to the zero that had been taken for the surveys and that it was doubtful what zero the earlier charts were referred to and how that zero was preserved. He recommended that the Admiralty should be requested to make a complete new survey of the harbour bottom.

Mr. Boulton's report was forwarded to the Secretary of State on the 27th October, 1904, with the request that the observations of the Consulting Engineers, Messrs. Coode, Son & Matthews, should be obtained with regard to it and that the Admiralty should be approached with a view to reconsidering the decision they had arrived at the end of 1902, not to contribute towards a re-survey of the harbour.

On the 28th July, 1905, the Secretary of State transmitted a report by the Consulting Engineers who had satisfied themselves by conferences at the Admiralty that it was impracticable to utilize as a reliable basis of comparison the soundings taken before 1886 as shown on the earlier charts and were of opinion that the soundings of 1841 should be eliminated in all future comparisons as to the former depths which existed within the harbour. In view of the survey of the most important portion of the harbour having been made 16 years ago they recommended that it should be re-surveyed, that the results of the new survey should be compared with the charts published since 1886 and the extent of the changes which had occurred in the interval thus determined.

They estimated the cost of the proposed survey at £10,000, and that it would take eighteen months to two years to complete and they recommended that the whole question of dredging should remain in abeyance until the information which would be furnished by the new survey was available.

At the same time as he forwarded Messrs. Coode, Son & Matthews' report, Mr. Lytton stated that the Lords Commissioners of the Admiralty were not prepared to contribute towards the cost of a new survey.

6. The Consulting Engineer's report was referred to Mr. Boulton on further evidence having become available as to the datum used in the preparation of the 1841 chart entirely concurred in eliminating the soundings shown on it from future consideration of the subject.

He reverted to the opinion he had held before an examination of the 1841 chart—that the extent of shoaling in the harbour since the establishment of the Colony had been very small.

The comparison of soundings of Hong Kong Bay that, since the submission of his original report, had been taken for the Colonial Government in January, 1905, by Commander J. D'Arcey, R.N., with the soundings of 1887 had indeed shown a deepening in this small part of the harbour.

Mr. Boulton thought a complete survey unnecessary at the present time but recommended that careful test sections should, when opportunity offered, be taken on certain lines suggested by him.

7. By the courtesy of the Commander-in-Chief, China Station, Commander R. W. Glew, R.N., of H.M.S. *Waterwitch*, was permitted to do this work in February and March of the current year.

8. I am directed to transmit for your information copies of Admiralty charts Nos. 159 and 338 on which are indicated the lines on which the test sections were taken and a sheet of these sections on which the difference in level is indicated according to that of March 1896 as shown on the horizontal scale. These sections show very little change in the seabed to have taken place in the interval between the two surveys. There had been a slight scouring on the Hongkong side in the narrowest part of the harbour and a slight deepening generally in the western part and over Kaitia Bay.

It is clear, therefore, that any further consideration of the question of extensive dredging in the harbour will be on account of the increased number and draught of ships that use it and not on account of diminished area of deep water in it.—I have, &c.

(Sgd.) T. E. BROWN SMITH, Colonial Secretary.

Secretary, Chamber of Commerce.

The Chairman said the report was much more satisfactory than had been anticipated and the question of dredging to provide an extension of mooring space was one which could be left over for the present.

PIECE-GOODS TRADE. LATE DELIVERY OF GOODS BY MANUFACTURERS.

The following report from the Sub-Committee appointed at the last meeting to deal with this question was read—

Hongkong, 10th July, 1906.

Sir,—We, the Sub-Committee appointed by the Chamber of Commerce, have considered the letter from the Liverpool Chamber of Commerce dated 9th April, 1906, asking the opinion of the Hongkong Chamber with regard to the following proposal:

CHINA: LATE DELIVERY OF GOODS BY MANUFACTURERS.

"At the present time the Law here does not admit of any compensation for goods late against contract, but we understand that some merchants in Manchester are taking this matter up, as under present conditions the temptation is open to unscrupulous manufacturers and others to delay goods in order to sell to advantage on a rising market. We are informed that it is proposed that one month's grace should be allowed, but if over one month a penalty of 5% ad valorem should be exacted. We think if the Hongkong Chamber would come to some decision on this point it might be possible to institute the clause we have mentioned."

We have further considered the replies of local piece-goods merchants to the Chamber of Commerce's circular letter of 8th ultimo embodying the above proposed clause for insertion in piece-goods contracts and unanimously come to the conclusion that the following clause would be best suitable to local conditions:

Manufacturers to be allowed 14 days' grace, after which period the buyer may have the option of cancelling the goods or of taking them with a penalty of 5% ad valorem for the first month or part of a month and 2% additional for each succeeding month or part of a month of the extension, as agreed upon between the manufacturer and buyer. Should a further extension be required by the manufacturer beyond the period already agreed upon, the buyer to again have the option of cancelling the goods or of taking them with a penalty of 2% for each month or part of a month of the further period."

This substituted clause was notified to local piece-goods merchants in a circular letter of 4th instant and we have now pleasure in reporting that from the replies received it is apparent that the great majority of merchants are agreeable to the clause suggested by us and that few have any other opinions to offer.

Under the circumstances the Committee of the Chamber of Commerce can be satisfied that in forwarding the new clause agreed upon they are voicing the opinion of the local piece-goods market.—We have, &c.

(Sgd.) A. BROOKES SMITH (Jardine, Matheson & Co.).

G. ENGEL (Wm. Meyerink & Co.), D. K. MOSS (Alex. Moss & Co.), S. H. DUTTON (S. J. David & Co.).

It was decided to accept the report and forward it to the Liverpool Chamber of Commerce.

INDIANS FOR CANADA.

1st inst.

By the *s.s. Empress of China*, which left this port today for Vancouver, via Shanghai and Japanese ports, there departed some 300 natives of the North West Provinces of India who are to be employed in the flour mills in Canada. The majority of these men came from Calcutta in the *s.s. Lightning*, and have been the cause of much fighting in this Colony since their disembarkation, as it was generally assumed that they were here as *coolies* to work on the Canal. Inquiries made in the proper quarters, however, elicited the above facts, with the additional information that this batch of 300 is but the first instalment of what is expected to be a very large number of emigrants from India, via the East, to Vancouver for Canada. From what could be learned we gather that these men are all under contract, for three years, and are to be paid at the rate of \$1 gold a day. To anyone acquainted with the conditions of the colonies in India this must indeed appear to be their harvest. During their short stay in this Colony it is worthy of note that not one of this particular batch has caused any trouble to the Police, which certainly goes far to vindicate the character they have earned for themselves as being, in the main, a law-abiding, peaceful lot of willing workers.

ALLEGED ENDEZZLEMENT.

CHINESE MERCHANT CHARGED.

1st inst.

By virtue of a warrant, which was sworn out yesterday, Ng Kai Shek, a salesman, employed in a firm in Bonham Street East, was arrested last night charged with embezzling the funds of his firm. He was removed to the Central Police Station, where he was entered on the charge sheet, on two counts, and this morning made his appearance before Mr. F. A. Hazeland. The charges against the accused were that he, on different dates commencing from 16th February last, embezzled about \$4,000 the property of the firm.

Mr. P. W. Goldring, of Messrs. Goldring and Barlow, prosecuting, and Mr. H. Bell, of Messrs. Brutton and Heir, defended.

It is reported that during the month of February last Ng Kai Shek (the defendant) and Ng Sing Sam were appointed managers of the Chung Shun firm, of Bonham Street East. During the term of management a certain draft on the Cheng Wing Bank was delivered to the Chung Shun firm, which, it is alleged, was appropriated by the managers. It is said that the sum involved about \$23,000, but up to the present only \$4,000 can be put down as embezzled as the books have not been examined. After this, according to the report, Ng Sing Sam absconded and a warrant is out for him, while the defendant was arrested.

The case was adjourned until Tuesday next. Bail refused.

PICKPOCKET'S NOVEL SCHEME.

"SOMETHING ON YOUR SHOULDER."

1st inst.

Members of the light-fingered gentry are always introducing new devices into their trade. Yet another trick has come to light, which, as usual, ended badly for the trickster. Yesterday afternoon a coolie employed on board *s.s. Charles Harcourt* went to the Central Market to make some purchases. He was standing before a stall thinking what was suitable, when from behind he felt a tap. Turning round he saw a stranger, who said: "Excuse me, but there is something on your shoulder."

The unsuspecting coolie turned and looked at his left shoulder, where he discovered somebody had expectorated. While the coolie was engaged in cleaning his clothes, the stranger went to his right side, passed his hand gently into the coolie's pocket, extracted 38 in small coins, and bolted for the road. The coolie then discovered that he was robbed and pursued the thief policeman McLennan, who saw the coolie pass him like a flash of lightning.

The case was adjourned until Tuesday next. Bail refused.

THE GENTLE AND POLITE BULLFIGHT.

HOW THEY MANAGE IN MALAYA.

A Malay bull-fight, in contrast to a Spanish bull-fight, is a comparatively tame affair, says a special correspondent of the *Singapore Free Press*. There is little of a show or pageant about it; no huge encircled ring, with tiers and tiers of seats filled with fashionable Spanish beauties in graceful mantillas waving multi-coloured fans; no poor, blind-folded horses to be tortured, no picadors, no *drill* planting banderillas, and no *espadas* to risk their lives in so-called sport. In a Malay bull-fight, the bulls and buffaloes only follow their own natural instincts, and fight with their own kind, without being goaded on to the combat by having darts plunged into them, and horses not being used, there are none of the brutal and disgusting rights often witnessed in a Spanish bull-fight. It is, in fact, bull-fighting *au naturel*, stripped of all artificial cruelty, and if less exciting, is infinitely more sporting, though to Spaniards, all elements of personal danger being omitted, it would doubtless seem a deadly dull affair.

A spectator of a bull-fight in Pahang writes:—"A bull-fight in Pahang is a very tame affair. It is a comparatively tame affair, says a special correspondent of the *Singapore Free Press*. There is little of a show or pageant about it; no huge encircled ring, with tiers and tiers of seats filled with fashionable Spanish beauties in graceful mantillas waving multi-coloured fans; no poor, blind-folded horses to be tortured, no picadors, no *drill* planting banderillas, and no *espadas* to risk their lives in so-called sport. In a Malay bull-fight, the bulls and buffaloes only follow their own natural instincts, and fight with their own kind, without being goaded on to the combat by having darts plunged into them, and horses not being used, there are none of the brutal and disgusting rights often witnessed in a Spanish bull-fight. It is, in fact, bull-fighting *au naturel*, stripped of all artificial cruelty, and if less exciting, is infinitely more sporting, though to Spaniards, all elements of personal danger being omitted, it would doubtless seem a deadly dull affair."

Bidden by the Sultan to a bull-fight, I arrived at the appointed place due to time, two o'clock; but I was not to see the bull-fight until four o'clock, the latestest of his arrival being really only custom, for whenever any show of this sort is on, the time is invariably given about a couple of hours too early. Just outside the old chief's house, where we assembled, was the ring, a primitive arrangement, merely an open earth space not fenced in any way. All round the circle squatted a motley crowd of about three or four hundred natives, who put on their best "bajus" and "sarongs" for the occasion.

The bulls were led in by the nose, each by a Malay, and, when within a few yards of each other, let go and given a shove. They met with a crash, and then followed a pushing match, their horns for the most part being locked together, with a break-away now and again, and then another. The two bulls in this case were badly matched—father and son, the latter a much more powerful animal with solid horns. The fight only lasted about six minutes, when "pa" bull turned tail and fled, chased by his son. A general stampede took place, after an opening had been forced, every one rushing after the bulls to secure them and bring them back for their wounds, which were very slight, to be examined.

The old chief, being his skow, then entertained us all with coffee and Malay cakes, many of which were new to me. As a rule, native cakes are too sweet and too heavy for English taste, but these were exceptionally good. After a short rest and a smoke, a move was made for the buffalo fight farther up the river, but the sky being quite overcast and rain an evident certainty, this part of the programme was postponed to the morrow.

Next day, therefore, I went up river again to the place fixed on. The show gave me a better sport than the other, as the buffaloes were immensely powerful brutes and very well matched, the fight lasting about ten minutes before one got a wound in the corner of his eye, and in consequence abruptly turned tail and was chased off the ground by his opponent. In these fights one buffalo always defends his home, and will only fight when another comes into his own particular haunts. In nearly every case the one defending his home proved the victor, spurred on, I suppose, by patriotic feeling. As the fight lasted only a short time, the Sultan sent for another couple of buffaloes, but when they arrived, after a twenty minutes' wait, they absolutely refused to fight, and were obliged to be led away again. When buffaloes are really well matched, as in the first fight, there is great excitement among the Malays, but in the ordinary way one buffalo turns out after a few minutes' charging and shouting, and the whole thing is over.

HONESTY REWARDED.

A CATHOLIC PRIEST AND THE PROTESTANT MINUTE.

1st inst.

A chair coolie was the means of saving the Rev. Father A. Polippi, of the Roman Catholic Cathedral, from being robbed yesterday in Queen's Road Central. Father Polippi arrived outside the Deutsche Asiatische Bank in a chair, but did not discharge the coolies. He entered the bank, cashed \$100 and came out on the road counting the bills. He then told the coolie to follow him while he proceeded to the bank. While doing so, he was unknown to himself—dropped a 100 bill. The chair coolie saw the bill lying on the side-walk and also saw a coolie pick it up. The chair coolie dropped his chair, approached the street coolie and told him to return the bank-note to the priest, who by this time, innocent of what was happening, was some distance away. Instead of taking the coolie's advice the man took to his heels and bolted down the road, with the chair coolie behind him. The thief was later arrested and on being removed to the Police Station said his name was Ting Hang, and a blacksmith by profession. The priest later discovered the loss, but thinking that it would be hopeless to look for the bank-note, he returned to the mission house. About an hour later a constable called on him and related the story, at the same time asking him to attend Court next day. This morning, at the Police Court, the blacksmith appeared on a charge of theft, which he denied. The chair coolie gave evidence and the priest was called to the stand. The Magistrate told the priest to take the oath on the Bible. The reverend gentleman picked up the book, carefully scrutinised it both inside and outside, and said: "This is a Protestant Bible."

A search was then made for a Roman Catholic Bible, but to no purpose. There was not one of the kind at the Magistrate's. Father Polippi then dug his hand into the pocket of his gown and brought out a prayer-book. "Perhaps this will do," he said.

"Is it a complete Bible?" asked the Court.

"No," replied the priest, "but the Gospel and the Psalms are there."

"I am not quite sure if that would be binding," said Mr. Gompertz's answer.

Inspector Warneck, who conducted the case, rushed about the police barracks in the hope of finding a Bible to suit the worthy Father, but it was of no avail. The end of it was that the reverend Father returned to the Cathedral and obtained the much-sought-for book. Then the case went on satisfactorily.

His Worship sentenced the defendant to twenty-one days' hard labour and six hours' sleep.

The honest chair coolie had been compensated by the Father, his Worship called him in. Addressing the coolie, Mr. Gompertz said:—"I am very pleased to see that you're helping the Government and the police in arresting a bad character. I make an order that you be given \$2 from the poor-box. You are a good man."

TRADE-MARK PROSECUTION.

IMPORTANT FLOUR CASE.

1st inst.

Before Mr. H. H. J. Gompertz, at the Magistrate's Court, Kwan, an accomplice to the Pacific Mail Co., and master of the Kwan Yee Yung firm, and Kwan Tong, his son, were summoned on remand for applying a false trade description to flour.

Mr. G. E. Norrell (of Messrs. Denny and Bowley, Crown Solicitors) prosecuted, and Mr. M. W. Slade, instructed by Mr. I. Scott Harston (of Messrs. Evans, Harston and Harding), appeared for the defence. Inspector Collett watched the case for the police.

The facts of the case, according to the prosecution, were that on 14th July, the police raided a godown in Des Vues Road West, and discovered a number of persons engaged in transferring American flour of the "Mowtan" brand into bags of the "Owl" (Sui Li) mark—an Australian trade mark. The prosecution held that the very fact of defendants transferring American flour into Australian bags, and selling it as flour imported from Australia, was giving a false description, and defrauding the public.

Liu Cham, managing partner, Ip Chan cake shop, 15, Eastern Street, was shown a bag of flour. He said that according to the mark it was "Sui Li" flour. He could not tell from what country it came. The flour he used in his shop was the "Nam Tai" brand and yet witness could not tell whether it was American flour or not.

Mr. Slade wanted to get out of the witness whether the words "Sui Li" were the Chinese meaning for "Sydney" or "pears." The witness said "Sui Li" was "Sydney," but when questioned as to what a pear was called in Chinese he closed like a telescope. He was shown some of the fruit, but witness did not know anything.

That closed the case for the prosecution. In opening the case for the defence Mr. Slade pointed out that defendant was a well known person in the Colony. He was one of the biggest flour merchants here and was in the trade for sixteen years. He was also a partner in the Pacific Mail, and O. and O., and was a man of means. The defendant had eight separate trade-marks, which were registered in Hongkong in 1883 to 1899, and used the marks to suit customers, for some of them he had others registered for five other trade-marks, which included the "Owl" ("Sui Li") brand. These five trade-marks had not been registered although an application for registration was made to the authorities. At the time this application was made defendant ordered a consignment of Owl flour and sold it in Hongkong. Recently a broker, hearing that his client ordered some "Owl" brand flour, there was none in stock, and "Mowtan" flour was put into bags of the "Owl" brand. Both brands were American and the flour came from the same mill. The question now was whether defendant had a *bona-fide* intention when he transferred the brands. He would His client said he applied for a registration of the marks and there was no fraud intended. The case was adjourned.

The following proclamation was issued by the Canton-Hankow Railway Company on the 4th of this month:—"The Railway Company has rented the former Liang Sun Tung in the Ta Tung street for the offices of the General Revenue Department and a day must be chosen on which to start work, and the rules and regulations of the Department must be drawn up. For these purposes we respectfully ask the merchant-guild, the charitable institutions and the deputies to assemble on the 6th and 7th day at 12 o'clock in the Al Yu Hall to deliberate on these questions. All gentlemen are also asked to bring their personal seals, in order that the regulations may be signed and sealed, to state their age, dwelling and occupation."—*Canton Daily News*.

THE BRITISH NAVY.

BY A REAR-ADMIRAL.

2nd inst.

Within the space of 100 pages, Rear-Admiral S. Eardley-Wilmot gives a succinct and dispassionate account of the rise of the British Navy, under the title, "The British Navy Past and Present." The author is not so much concerned with the great battles waged and won by the Navy as with the personnel, armament, and character of the vessels which uphold Britain's claim to be *Misress of the Sea* in all parts of the world. Occasionally, we may harp upon the apparent supremacy of the Navy when no immediate steps are taken to suppress piracy in the Far East, but there is always an inward belief that the Navy to-day is as efficient and powerful to maintain our Empire as it proved in the days of Nelson. And nothing in Rear-Admiral Eardley-Wilmot's book disproves that idea. To a great extent the British Navy formed itself. Men like Frohisher, Hawkins and Drake were led by visions of the wealth to be found in the Spanish Main to forsake the plodding and dangerous life of the fisherman, and probably they would be called buccanniers in these enlightened days, and it is possible that Queen Elizabeth would have denounced them as pirates and outcasts had they not been successful in their forays and attacks on Spanish galleons, but in this case success was its own reward. The Navy gradually came to be recognized as the first line of defence, and there was never a time from that day to this when Great Britain lacked naval leaders endowed with the dash, resource, and spirit of adventure of Drake, Benbow and Nelson. One of the great faults of the Navy in its youth was the lack of co-operation among the officers. Jack was as good as his master—or, rather, every captain thought himself entitled to obey or disobey the commands of his admiral as he pleased. Admirals were jealous of each other, captains were insubordinate and there was no cohesion. Benbow is flattered from this vainly in the West Indies and promptly hanged or shot two or three of his captains. Nelson seems to have been the only commander who did not suffer from this want of co-operation. He and his captains were a "band of brothers"; they regarded him with personal affection and obeyed him with implicit faith. The slight, slight, slight figure was the hero of the quarter-deck and the lower-deck alike. The revolution in the Navy came with the introduction of steam. No real sailor could be induced to admit the value of steam power. "They objected to the clumsy paddle wheels and saw darts in the boiler from projectiles. The screw propeller was to many equally objectionable. Even in 1854 when we sent boats to the black Sea during the Crimean War only a few of the warships were propelled by steam. But steam would not be denied, and now quite as much attention is given to the machinery as to the armament. Rear-Admiral Eardley-Wilmot sketches the difficulties which had to be overcome by vessels built of iron and steel to secure the maximum of protection with the minimum of weight. He dwells on the importance of the battleships being armed with guns capable of penetrating the armoured belt at great distances. Light or medium guns have little value when it is remembered that at 5,000 and 6,000 yards only projectiles from the heaviest pieces will have remaining energy for effectual damage against even moderate armour protection. The writer therefore believes that great as the *Dreadnought* is in point of size and armament we have not yet seen the extreme stage reached. It is interesting to note that vessels of the *Monarch* class, although satisfactory from the speed point of view and possessing capacity, are considered defective because they comprise no gun heavier than the 6-in. Interesting chapters deal with the cruiser, torpedo and torpedo craft, while reference is made to the manning and administration of the Navy. The author testifies to the great improvements which have taken place in recent years, and enthusiastically believes in the power of the British Navy. The book is published under the auspices of the Navy League, and as an introduction to an intimate knowledge of the Navy's history it could scarcely be surpassed. Every alternate page contains an illustration of British warships past and present, and there is an appendix giving the particulars of all the vessels in the Navy which are at present on the effective list or building. "The British Navy Past and Present" is eminently suitable for use in schools. It may be had from the Navy League, 1 Victoria Street, Westminster, S.W., for one shilling.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

The report for presentation to the shareholders at the tenth ordinary annual meeting to be held at the offices of Messrs. Dodwell & Co., Ltd., Queen's Buildings, on the 9th inst., at 12 noon, reads:—

The general managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1906.

The balance at the credit of profit and loss account after writing off \$562.10 for depreciation and including \$51.41 brought forward from last year, is \$13,672.11 which is proposed to appropriate as follows:—

To place to reserve fund \$ 3,000.00
To pay a dividend of 15 per cent. on ordinary shares 594.00
To general managers' remuneration 202.00
To pay a further dividend of 25 per cent. on ordinary shares 990.00
To pay \$90 per share on 100 founders' shares 990.00
To carry forward to new account 752.11

\$13,672.11

Auditor.—The accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & CO., LTD., General Managers.

Hongkong, 26th July, 1906.

THE NATIONALISATION OF RAILWAYS.

THIS YEAR'S PURCHASES.

The Japanese Government has decided to take over six private railways before the end of this year. The Kōbu and Hokkaido Colliery Railways will be taken over on October 1st, the Nippon and Ganyu Railway on November 1st, and the Nishinari and Sanyo Railways on December 1st. The estimated prices are as follows:—

Nippon Railway ¥130,532,540
Sanyo 74,042,980
Kōbu 9,720,020
Hokkaido Colliery Railway 29,168,180
Nishinari Railway 1,976,505
Ganyu Railway 2,584,590

As will be seen from the above figures, the total value of the railways to be purchased this year amounts to ¥188,945,215. This is the figure computed by the Government at the time when the Railway Nationalisation Law was published.—*Japan Chronicle*.

WOMAN'S SENSATIONAL REPORT.

THE RESULT OF HER STORY.

1st inst.

A Chinese woman, the wife of a fortune-teller at Yau-mai, walked into the Yau-mai Police Station yesterday afternoon, and related a story that surprised the policemen—a story which could hardly be believed by them because of the good behaviour of the people in that district for some months past. The woman said that at about 11.30 o'clock in the forenoon three men entered her flat—top floor of No. 53, Station Street South—and told her that they had come to rent her cubicles. A few words had passed between the parties, when four more men entered the room, closing the trap door behind

CANTON-MACAO RAILWAY.

When we received a special telegram from our Shanghai correspondent yesterday stating that the Government of the Colony had "had informed the Chinese Government that the proposed Canton-Macao railway had now been fully subscribed," we expressed our scepticism as to the accuracy of the report. There are several vernacular journals in Shanghai whose veracity is by no means unimpeachable, while not a few exist on the strength of their daily mendacity. In order to ascertain the benefit of our readers the real facts in the case, we telegraphed to His Excellency Senhor Montenegro, the Governor of Macao, the substance of the despatch we had received and requested his confirmation or denial of the report. On several occasions we have been under deep obligations to His Excellency, and as it proved, we were not at fault in again trespassing on the unfailing courtesy which distinguishes the King of Portugal's representative in the sister Colony. His Excellency replied to-day in effect that the Chinese report is a *canard* pure and simple, based on nothing more solid than the imagination of some native quill driver. The question is thus satisfactorily settled, and it may be taken for granted by readers of the *Hongkong Telegraph* that should anything transpire in connection with the Canton-Macao railway we shall be in a position to position the first tidings on the subject. We have to express our indebtedness to Senhor Montenegro for so readily responding to our request and thereby enabling us to satisfy the large body of subscribers who are interested in and may be infinitely affected by the construction of the connecting link between Canton and the Colony of Macao.

THE PIED PIPE OF HONGKONG.

Whether the Hongkong branch of the Seamen's Mission would accomplish anything like the work recorded in the report for the past year were it not for the indefatigable energy and untiring patience of the Rev. J. H. France is very doubtful. Since the first tidings on the rough and tumble life as an acutely suspicious of the "sky-pilot" as children. They are always afraid of being imposed upon and made to look ridiculous in the eyes of their messmates. The ability to charm the average A. B. into attending church or sitting through a concert—where high-toned ladies and gentlemen give instrumental selections from Schubert and Wagner, and bat pathetically about the stars in the sky—these are the real tests of the philosophy of doubt—to charm the A. B. so that he will actually listen to that is a gift, and nobody possesses that gift in greater degree than the Rev. J. H. France. Of course, he is not responsible for the classical character of the concert; his duty, as we conceive it, is to gain the heart of the fickle men, and somehow or another they seem to follow him as children did the Pied Piper of Hamelin. They valiantly at through long trenches, which must often be a trial to the flesh, simply out of respect for the padre. They are magnetised by Mr. France and there is scarcely one who would not do all in his power to merit his favour. The report of the work done last year, albeit modestly set forth, shows in some measure the immense ground covered by the chaplain. Probably he is the best-worked man in the Colony, and if merit were always recognised he would be made a bishop to-morrow, so that he could lounge in his study, receive the *élite* of Hongkong's femininity, and gracefully pour out weak tea at canonical bazaars. But it is to be feared that before the Rev. Mr. France could be induced to refrain from the strenuous life he would have to be chained down and held in iron by two robust quarter-masters. Nearly four thousand visits were paid to ships in the harbour, last year, or an average of about eleven every day of the year. And, marvellous to relate, the chaplain is not merely welcomed, but the men actually chide him for staying away! At Kowloon Institute more than a hundred concerts were given during the year, and it is to be hoped that many of them—some of them certainly were to our knowledge—proved to be a grand success. At these concerts no less than 7,277 sailors and others attended, and the contributions amounted to \$141 53, or about two cents per capita! No less than 18,419 seamen called at Kowloon Institute, while 5,404 visited Wanchai Institute. The latter is not yet paying its way, but the returns certainly show that seamen are taking advantage of the privileges it offers, and possibly it may yet become self-supporting. Most of the principal firms, British and foreign alike, assist the Mission by donations in money or material. The great passenger lines are all mentioned under the head of "donations," while certain local firms contribute gifts of coal, water, etc. for the use of the Mission launch. It is no discredit to one club that it only managed to raise one solitary dollar for the benefit of the Mission, but it might attempt to increase that sum by at least fifty cents this year. The *Empress* boats are the great contributors to the Mission fund—the *Empress of China* alone collected \$495 50, which was handed over to the Rev. Mr. France. The Seamen's Mission, so long, at any rate, as the Rev. Mr. France is at the head of affairs, is worthy of the utmost support. We only hope that before another year passes, he will be provided with an assistant energetic and sympathetic, so that the chaplain may be in some measure relieved of the labours which, although he bears them uncomplainingly, must weigh heavily upon him.

MORPHIA SEIZURE.

CONFISCATION ORDER GRANTED.

On the 23rd ult., Chief Excise Officer Hogarth and a band of excise officers of the Opium Farm seized five cases of morphia, valued at \$6,000, in godown No. 21, at Teim-tai-tai. Notices calling for claimants, and giving the marks on the cases, were posted by Usher Fox. The following day Messrs. Wm. Shaw & Co. claimed one of the cases and after some settlement had been arrived at between them and the Opium Farm the morphia was delivered to them. The notices that were posted gave claimants one week to put in their claims and as the time has expired, Mr. F. B. Deacon, of Messrs. Deacon, Loner and Deacon, representing the Opium Farm, made an application before Mr. F. A. Hazledorn, this morning, at the Police Court, for the confiscation of the four cases, which have been unclaimed. The morphia is valued at about \$4,800. Usher Fox gave evidence as to the posting of the notices and his Worship granted the confiscation order.

We learn that the Honourable Fleming D. Cheshire, a United States Consul-General-at-large, and as such the Inspector of American Consulates in the Far East, is en route to Canton, where he will serve in the Consulate General in a supervisory capacity until the arrival from America of the new appointee, Mr. Leo Allan Bergholtz, now at Beirut, Turkey. Mr. Cheshire has served his Government in Canton for many years and on several different occasions during his long career in China, and his numerous friends in Canton will be delighted to hear of his return, even if only for a brief time.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

DESPERATE HUNGHTUTZES.

LIAOTUNG ADMINISTRATION ROBBERED.

MARAUDERS CAPTURE 110,000 YEN.

[From Our Own Correspondent.]

Shanghai, 28th July, 10.40 a.m.

A large body of Hunghtutzes attacked the village of Peseu, which is situated in the north-east of the Liaotung Peninsula.

The marauders stole 110,000 yen which had been collected as taxes and were about to be remitted to the Liaotung Administration.

NAVAL TRAGEDY.

AMERICAN OFFICER KILLED BY A FRENCH BULLET.

UNFORTUNATE ACCIDENT AT GUN PRACTICE.

[From Our Own Correspondent.]

Chefoo, July 28th, 7.30 p.m.

While the French armoured cruiser *Dupetit-Thouars* was at gun and rifle practice to-day, a rifle-bullet, fired at a floating target struck Lieutenant Clarence England, who was on the bridge of the U.S. torpedo-boat destroyer *Chattanooga*, of which he was the navigating officer.

Lieutenant England has been very seriously injured. It is believed that the accident was caused by the bullet having ricocheted after striking the water.

Later.

Lieutenant England has succumbed to his injuries.

DEAR RICE IN SHANGHAI.

TAOTAI'S SUGGESTION.

PROPOSAL TO AVERT TROUBLE.

[From Our Own Correspondent.]

Shanghai, 31st July, 2.5 p.m.

The Taotai at Shanghai, fearing that trouble may occur among the people in consequence of the high price of rice, has sent a request to the Viceroy of Nanking, asking for permission to sell at cheap rates to the populace, the rice which has been collected in payment of taxes and in the ordinary course of events would be sent to Peking.

It is hoped that by this means an uprising among the poorer classes of the Province will be averted.

SINGAPORE'S FINANCES.

MASS MEETING OF RESIDENTS.

URGENT NEED FOR IMPROVED DOCKS AND WHARVES.

[From Our Own Correspondent.]

Singapore, 1st August, 10.10 a.m.

At a large public meeting of the residents of Singapore, specially convened to consider the financial position of the Colony as the result of the Tanjong Pagar award, a resolution was submitted to the effect that in consequence of the award it was urgently necessary that the Government should proceed immediately with the improvement of the docks and wharves.

A resolution was also adopted stating that, in the opinion of the meeting, the proposed improvements at the Inner Harbour should not be proceeded with in the meantime.

[The mass meeting of the residents of Singapore yesterday afternoon was held under the auspices of the Singapore Branch of the Straits Settlements Association, the president of which is the Hon. Mr. Hugh Fort, of Messrs. Donaldson and Burkinshaw, the well-known firm of lawyers. The meeting was held in the Victoria Memorial Hall, and the notice calling the meeting was headed: "The Finances of the Colony." The "inhabitants of Singapore" were invited "to consider the financial position of the Colony arising out of the Tanjong Pagar Award, and whether any representations should be made in respect thereof."—Ed. H.K.T.]

UNSAVOURY SHANGHAI.

PROTECTION OF YOUNG GIRLS.

RESIDENTS IN FEAR OF A RIOT.

[From Our Own Correspondent.]

Shanghai, 1st August, 10.20 a.m.

The members of the Chinese Commercial Association held a special meeting, yesterday afternoon, for the purpose of considering what steps

should be taken for the prevention of a riot in consequence of the enforcement by the police authorities of the new regulations affecting the proprietors of disorderly houses.

Under the regulations now in force the proprietors of such houses are forbidden, under a severe penalty, to expose girls under 16 years of age to the temptations of the "unfortunate" life.

The Association decided that in view of the report presented on the subject it was unnecessary to take action at present.

COLLISION AT SHANGHAI.

"MANDJOUR" SERIOUSLY DAMAGED.

THE VICTIM OF A PEACEFUL TRADER.

[From Our Own Correspondent.]

Shanghai, 1st August, 10.20 a.m.

The French Yangtze River steamship *Imao* collided with the Russian gunboat *Mandjour*, in the Huangpu river, yesterday afternoon.

The bows of the *Mandjour* were considerably damaged.

[The *Li-mao* is a twin-screw steamer and was launched at Dunkirk by the Societe des Ateliers et Chantiers de France. She was built in 1905 and her tonnage is 2,868. Her dimensions are: length, 278 ft.; breadth, 49.2 ft.; and depth, 24 ft. N. H. P. 130. She is registered at Dunkirk, and flies the French flag. She is owned by the Cie. Asiatique des Nav.

The *Mandjour* has become a household word in Shanghai. By great good luck she managed to reach Shanghai before the Japanese scouts had made the Sea of Japan close preserve against Russian warships. The *Mandjour* was interned at the northern port, dismantled, and practically turned into a hulk. She afforded a topic for the flippant in the early days of the war and even yet she refuses to be overlooked. It is doubtful if it required a very violent shock to damage the antiquated Russian.—Ed. H.K.T.]

CANTON-MACAO RAILWAY.

ALLEGED STATEMENT BY H.E. SENHOR MONTENEGRO.

OPERATIONS TO BEGIN NEXT SPRING.

[From Our Own Correspondent.]

Shanghai, 2nd August, 12.0 p.m.

It is reported that His Excellency the Governor of Macao has informed the Chinese Government that the Portuguese share of the capital for the proposed Canton-Macao railway has now been fully subscribed.

The operations in connection with the construction of the line will be commenced, it is stated, in the spring of next year.

[We publish the foregoing message as received from Shanghai. We are doubtful of the accuracy of the report. If the capital required for the Portuguese share of the undertaking had been fully subscribed we should have had the information, in the first instance, from our correspondent at Macao. We guess the report came from Shanghai must have been obtained from certain vernacular journals which are not always too careful of the statements they publish.—Ed. H.K.T.]

RIOTOUS HUNGHTUTZES.

FIGHT AT PULANTIEN.

TWENTY-ONE JAPANESE KILLED AND WOUNDED.

[From Our Own Correspondent.]

Shanghai, 2nd August, 2.10 p.m.

A large body of Hunghtutzes surrounded a posse of police near Pulanti.

Twenty-one Japanese were killed and wounded in the fray which ensued.

MACAO-CANTON RAILWAY.

OFFICIAL STATEMENT.

GOVERNOR MONTENEGRO'S DENIAL OF CHINESE REPORT.

[Translation.]

Government House, Macao, 3rd August, 11.30 a.m.

The Editor, "Hongkong Telegraph," Hongkong.

I have sent no despatch to the Chinese Government on the subject of your telegram.

I have no knowledge of the position of the [railway] question.

(Sgd.), GOVERNOR.

FORMOSAN FRACAS.

CAMPHOR CROP DISTURBANCES.

23 JAPANESE OFFICIALS AND REAPERS KILLED.

[From Our Own Correspondent.]

Shanghai, 3rd August, 11.25 a.m.

While engaged in the work of gathering the camphor harvest in Formosa, a serious disturbance occurred on one estate between a num-

ber of Japanese officials and the reapers. As the result of the fracas, 23 Japanese officials and reapers were killed.

COLONIAL OFFICE APPOINTMENTS.

WITH A GLANCE AT THE CROWN AGENTS.

If Augustus Hemming, who followed Sir Henry Blake as Governor of Jamaica, has done the Crown Colonies yeoman service, in an article to the *Empire Review* on the Colonial Office and Crown Colonies, observes a contemporary. It is in two ways that he has shown himself most particularly useful by placing the matters he has dealt with before the public. He has pointed out to them the weak spot in our administration, which, we regret to say, is our not only noticeable in respect to the Colonial Office but also most of the other departments—the self-sufficiency of the clerical staff at home and the certainty they possess of their own infallibility in affairs, that those engaged on the spot are far better qualified to judge. He has also drawn attention to that mysterious association at Whitehall Gardens—the Crown Agents—whom we have continually denounced for one reason, if for no other, as Sir Augustus has pointed out, that they reap huge commissions and never furnish any statement of account. The case is scandalous in the extreme, and it is to be hoped the present Liberal ministry—the Conservatives will never, we fear, be persuaded to inquire into the civil and correct it will dig into the crown and nearly the secrets. But to the article in the *Far East* we have Crown Colonies, and attached to them are other considerable tracts of country. Of the Colonial Office, he states that he is strongly of opinion that the present system is productive of many evils, not the least of which is the fact that it fosters and encourages an intellectual arrogance among junior clerks leading them to despise and correct the more humble, but some of the useful, part of their duties. The "cockiness" of the rising race of civil servants is remarkable. They seem never to have heard of the saying, that "we are none of us infallible, not even the youngest." The main suggestion that Sir Augustus makes by way of reform of present methods is that it would be greatly to the advantage of the Office, and of the Empire, if it were made a condition of appointment to the Colonial Office that each clerk, within two years of his joining, should be sent on temporary service to one or other of the colonies, in such capacity as the Secretary of State might decide. This might be either as a private secretary to the governor, or as an assistant colonial secretary, or in some similar post. If a difficulty as to pay arose, the matter might be adjusted by effecting an exchange and bringing home an officer from the colony to act as a clerk in the Colonial Office. The scheme would also be carried into higher circles. Thus in almost all tropical colonies, unless like Hongkong and the Straits Settlements, they are too far off, the governor pays a visit to England on leave about once in every two years, while in West Africa leave is granted at shorter intervals. Under the proposed scheme the governor would obtain leave frequently, but instead of making holidays during the whole period, he would, at least for the greater part of his leave, be employed at the Colonial Office on the affairs of his colony, preparing legislation, considering schemes for industrial and commercial development, consulting with experts as to railways or harbour works (abroad) and various other matters. He would have the advantage of being in direct personal communication with the Secretary of State and his advisers, so that on returning to his colony he would be in a position to proceed with his proposals without further correspondence. His period of service in any one colony would also be extended, and instead of the usual six years he would rule the colony, either on the spot or in Downing-street, for eight or possibly ten years. The writer devotes the rest of his article to a criticism of the position of the Crown Agents for the Colonies, whose peculiar constitution has led to the belief that they are an anomaly. He states that there is in many of the colonies and in the minds of many of the higher Colonial officials, and frequently justifiable, dissatisfaction with the methods and operation of the Crown Agents. He objects that their emoluments are not known, and that they possess extensive and valuable patronage, the appointments to all the clerkships in their office being entirely in their hands. No open competition, no examination by Civil Service Commission, is required, merely a nomination. "I find that on December 31, 1902, the 'Office Reserve Fund' of the Crown Agents amounted to something over £300,000, and this has no doubt since largely increased." This is a very large sum, and Sir Augustus contends that, in the interests both of the British public and of the Colonies from which these large and increasing amounts are derived, there should be a strict and impartial inquiry into the management of the office. He thinks the colonies have the right to the fullest information on the subject. He has at least stated some subjects that might well occupy the attention of the Secretary of State for the Colonies and, possibly, some of our Legislative Councillors here.

A MORPHIA PROSECUTION.

The Yau Sang Loong firm, of No. 11, Mercer Street, were summoned this afternoon, before Mr. F. A. Hazledorn, at the Police Court, to answer two charges. Failing to declare before the Superintendent Magistrate and before the Police Court, the amount of compound opium he imported by the *s.s. Nubia*, and also with importing the drug into the Colony without a permit. Mr. G. E. Morrell, of Messrs. Denny and Bowley, Crown Solicitors, prosecuted, and Mr. F. Dixon, of Mr. John Hastings' office, defended. Mr. F. P. Silva, first clerk, Imports and Exports office, sworn, said that on July 4th he received a manifest from the P. & O. Company showing that two cases of morphia had been landed, consigned to the defendant firm. It was the usual custom for steamship companies when morphia is landed to send witnesses the manifest. The manifest was then filed and witnesses waited until the consignment came to declare it. They usually wait eighteen or nineteen days for the declaration to be made. On July 15th, the manifest was filed in this case the matter was reported to the Harbour Master and the P. & O. Company interviewed. Neither the Yau Sang Loong firm nor defendant made any declaration. Mr. R. V. N. Parr, of the P. & O. S. N. Company, spoke as to the bill of lading made out by his firm; the firm to whom the morphia was consigned, as to whether or not the goods had been delivered. Mr. Dixon submitted that the morphia was not imported by the defendant. A friend of accused ordered the morphia from London and when it arrived sent it to defendant firm for keeping. Neither defendant nor his *foils* knew what the contents of the cases were when they arrived. Evidence was called, and his Worship fixed defendant \$30.

BATTLE ROYAL AT WEST POINT.

TWELVE BELLIGERENTS IN COURT.

There was a pitched battle between coolies at West Point this morning, but not much blood was shed; although, during the first few minutes of the scrap, things looked black. Water, dear, precious water, was the cause of the whole trouble. A certain party, residing at No. 60, Connaught Road West, was given exclusive permission by the owner of a house to draw water from a tap at the back of his premises. This the members of the party did, and learning lately that outsiders were also drawing water from that particular tap, a subscription was raised and a box was made which was put over the tap, and then locked with a key. Another party residing at 257 Des Voeux Road West, whose house is quite near the lane where this water tap is situated, got to work this morning, and with the aid of tools, knocked the box from off the tap and started filling their buckets. This "highland" affair got to the ears of the party in Connaught Road and, armed with bamboo-poles, and numbering about 20 strong, they marched down to the lane to give the intruders a lesson. The first thing the Connaught Road battalion did was to break up the buckets of the Des Voeux Road contingent, and hostilities opened. Several of the Des Voeux Road men received stinging blows on the head with bamboo-poles. The fight got hot and furious and the lane was blocked with lookers-on. The Des Voeux Road men were not expecting a fight and as they were short of poles, some rushed to the roofs of houses and dropped flower-pots on the heads of their enemies below, making things lively. The men who were struck with the pots ascended to the roofs of the houses, where their opponents were stationed, and tussling restarted. Everything that was near at hand was made use of by the fighters and when the men got to clasp each other it was feared by those on the street that some would fall off the verandahs. Happily nothing of so serious a character occurred, and the policemen, who heard of the riot, arrived on the scene in good numbers. The majority of the fighters cleared, but a few who remained to get in the last blow were "pinched." In all, six men from each side were arrested and removed to the Magistracy. They pleaded guilty before Mr. F. A. Hazledorn, and were each fined \$3, and bound over in the sum of \$100 each to be of good conduct for six months.

AFFAIRS IN CANTON.

HOW THE VICEROY OBTAINS RAILWAY NEWS.

[From Our Own Correspondent.]

Canton, 2nd August. The Prefect of Kwangchow, prefecture, Chan Mong Chang, has on several occasions sent in his resignation to Viceroy Shum, but has been refused by the Viceroy. It is said that the reason for refusal is that through this prefect's instrumentality, the Viceroy has been able to consult the directors of the Yueh Han Railway Company in all railway affairs. It seems that this company is to be managed by officials as well as merchants, so it may be termed an official company, instead of a private enterprise.

THE REWARD OF VALOUR.

Magistrate Lam Ngau has been highly praised by the Viceroy for his bravery in capturing robbers and pirates. It is rumoured that he is to receive a better position than he holds at present, as a reward for his valour.

CONTRACTORS FOR SCHOOL BUILDINGS.

As schools and colleges are being established all over the country, many officials are sending in tenders for the contracts for building schools. Most of these officials are quite ignorant of the art of architecture and building, but they are aptly tendering for contracts, in the hope of obtaining something to their own benefit. Viceroy Shum has accepted the tender of Magistrate Li Sing Chi, for the construction of a school for detectives in Honam. This magistrate is a younger brother of Li Sing Shui, the secretary to the former Provincial Treasurer of Kwangtung. The acceptance of this tender has, it is understood, caused general dissatisfaction.

FIGHTING TARTARS.

OBJECT TO DISCIPLINE AND DRILL.

[From Our Own Correspondent.]

Canton, 3rd August. Some time ago, Viceroy Shum suggested to the Tartar General Sau Yun, that a section of the General's soldiers should be trained along with his own foreign-drilled troops. The suggestion was accepted, but the General's troops found it a great strain to be under the strict military laws of the Viceroy's corps. Consequently they deputed Messrs. Lau Shui Ki, Tsao Pui, Sing Wing Nin and Wong Chan In, members of their country, to decide what action should be taken against the paper for such an insult. However, they were made the butt of ridicule, for being so greatly concerned over such "trivial" matters.

THE TEACHERS' STANDARD.

The Yamey Shing Po commented the other day on the fact that the members attending the classes at the Government night school for teachers, and who have qualified for the position of teachers, are not educated up to the required standard. As an outcome of this comment, the members of the school held a meeting at Wai Lam monastery to decide what action should be taken against the paper for such an insult. However, they were made the butt of ridicule, for being so greatly concerned over such "trivial" matters.

H.M.S. "DIADEM" IN COLLISION.

PARTICULARS OF THE ACCIDENT.

The *Japan Herald* of 25th ult. contained the following account of the collision between H.M.S. *Diadem* and a N.Y.K. steamer:—A collision took place on the 22nd ult. between the British cruiser *Diadem* and the *Matsumaya Maru*, about thirty miles off Shigama Bay, in Rikusei province, in which the latter vessel sustained some damage. It appears that the *Matsumaya Maru* left Otaru on the 17th, and after calling at Hakodate and Oshima, was navigating the coast of Rikusei province on the 22nd, when she encountered, thick fog. Shortly after, she descried the *Diadem* and *King Alfred* on her port side, and the *Kent* and *Monmouth* on her starboard side, the fleet steaming from Yokohama to Hakodate. The steamer turned to the right to avoid a collision, which appeared inevitable. It was, however, too late, as the *Diadem* struck her on the starboard bulwark. In the collision some thirty feet of iron plates on the Japanese steamer were smashed, but no serious damage was done. Three boats were quickly despatched to the rescue by the *Kent*, and the extent of the damage was investigated. The *Matsumaya Maru* was able to continue her voyage to Yokohama, where she arrived on Monday afternoon.

COMMERCIAL SENSATION IN SINGAPORE.

AN ENGINEERING COMPANY'S BUSINESS.

The Singapore papers of the 28th ult. state that on the previous day information was sworn before Mr. Nathan, the District Magistrate, for a warrant for the arrest of H. C. Hogan, formerly Chairman of Directors and Managing Director of Hogan and Company, Ltd., Singapore. Mr. O. F. Odell, of Messrs. Lyall and Evans, one of the liquidators, produced the books and papers relating to the prospectus and balance sheet, and alleged false statements in the former in order to induce people to subscribe for shares, and in the latter to show a dividend and deceive the shareholders. He said that Messrs. Hogan and Co., Ltd., went into liquidation on March 28th. Before the liquidation he was the auditor. He had gone through the accounts and examined the prospectus dated December 31, 1903. Mr. Hogan was the managing director. In the prospectus of the second company the profits of the first company were put at \$170,461 from June 1st to Dec. 31st, 1900. After the liquidation he examined the accounts of the old company and found that the profit included \$50,000 which was solely due to the inflating of the land value of the property belonging to the company, and should not have been included in the profits. Mr. Buchanan Smith's certificate in the prospectus, was dated Jan. 27, 1904. He also produced another certificate, which he said was a correct one. In the balance sheet for 1904 cash at the Hongkong Bank was put down at \$173,500. Of this \$3,000 was borrowed on Dec. 30th and repaid on Jan. 3rd. The item plant put down at \$78,700 included \$17,000, which was fictitious. There was a statement in the books that to the plant value \$17,000 had been added. He had personally examined the schedule of the plant for 1904 and there was nothing to show that \$17,000 worth of plant had been added. On Jan. 30, Mr. Co. Hogan was called in by the directors to make a schedule of the plant. This showed that under \$7,000 of plant had been added.

Mr. St. V. B. Down said he took shares in the second company about the 30th of May, 1901. He was induced to take shares by the prospectus and also by a conversation Mr. Hogan had with him. He took twenty \$100 fully paid up shares. He also took fifty shares for the Hogan Co., whose attorney he was. He still held these shares; so also did the Hogan Co. According to the balance sheet, there was nothing whatever to show that anything was wrong with the Company.

Mr. O. F. Odell produced the cash book of the firm. He alleged that the cash in hand in the balance sheet of the 31st of December, 1904, was not *bona-fide* balance, but borrowed for the purpose of deceiving the shareholders. Mr. Odell said there were numerous other charges. The capital of the company amounted to \$300,000, and it had all been lost. A warrant was granted. Bail was fixed at \$50,000.

Hogan and Company, Ltd., was floated on the 1st of January, 1904, and it absorbed the whole of the stock of the old company. The capital was doubled. For the first year, which ended on the 31st of December, 1904, the company declared a dividend of 10 per cent. The concern fell into difficulties and was obliged to pass into liquidation on the 23rd of March, this year. Messrs. P. T. Evans and O. F. Odell were appointed liquidators. The information laid before the Court is the result of investigations made into the accounts of the old and new companies.

It is expected that the proceedings, if Mr. Hogan is arrested, will cause much sensation in Singapore.

COMMERCIAL.

SHANGHAI DOCKS.

PROPOSED SALE.

It is stated on the best authority that the Shanghai Dock and Engineering Co., Ltd., have decided to dispose of the valuable site now occupied by the Old Dock, and also of part of their property between the Cosmopolitan and International Docks. Tenders are invited.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadorie & Co. write on 3rd inst.:—The slight improvement in the local share market recorded in our last issue has continued throughout the week. A fair business has been put through and the generally have ruled very steady with an upward tendency.

Banks.—Sales have taken place of Hongkong and Shanghai Banks in small lots at \$47 1/2, but at the close shares can be obtained at \$50. The London quotation is \$52. National have been negotiated at \$47.

Marine Insurance.—Cantons have depreciated to \$3 1/2 without sale, and are offering at this price. North China, are also down to \$15.85, at which rate there are sellers. Unions are unchanged, but continue in demand at \$800. Sales are reported of Yangtzes in the North at \$175 closing with further sellers at quotation.

Fire Insurance.—Both stocks under this heading have ruled very firm. China Fires have advanced and were placed at \$90, while Hongkong Fires are wanted at the improved rate of \$120.

Shipping.—China and Manilla have buyers at \$21. A few Douglases were sold at \$47. Hongkong, Canton and Macao Steamboats have been dealt in at \$27 1/2 closing steady. Indo-China are quieter with sellers at \$70. The effect of Shanghai Tugs at \$15.62 closing has been felt. The 51st Tug Preference shares are also asked for at \$15. After offering at 27s. 6d., Shell Transports have declined to 26s. 6d., at which rate a fair lot of shares have changed hands. Tugs are procurable at \$14.45. The Company has declared an interim dividend of 4 1/2 per cent. Star Ferries are unaltered.

Refiners.—China Sugars have strengthened in their position and have improved to \$15 at which rate shares are in demand. Luzon are steady at \$20. There are sellers of Perak Sugars at \$16.100.

Minig.—In view of the good report of the recent crushing Raubs have jumped during the week to \$6. Shares have changed hands at between \$3 and \$6. There are buyers for large parcels for which

Shipping—Steamers.

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S.S. "HONAM," 2,365 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,200 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
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 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Special Excursions leaving Hongkong at 9.30 A.M. on Sunday, the 5th, and Monday, the 6th August.
 Also a second departure on Monday at 7 P.M. for Macao.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M.
 On Sunday, the 5th, and Monday, the 6th August, at 3 P.M. (See Special Express).
 There will be no departure from Macao on Monday, the 6th August, at 8 A.M., and no departure from Hongkong at 1 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 1,998 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 509 " " C. Butchart.

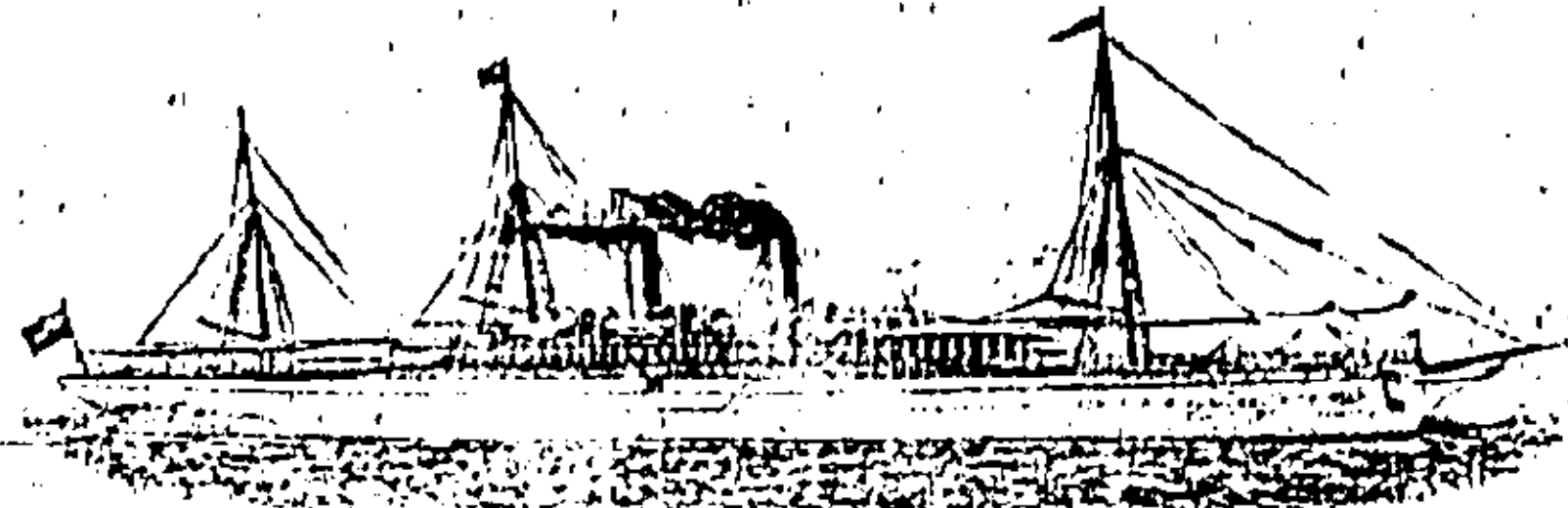
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hao, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES: Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
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13 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	2,440	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA"	6,000	WEDNESDAY, October 17	November 7

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SUNDAYS ONLY.

1st Class—Single, \$4; with Cabin, \$3.
 1st Class—Return, \$5; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Rail Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906. [17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW," 1,399 tons, T. R. MEAD.

"KWONG TUNG," 1,238 tons, H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$4.

Meals, \$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES: 1st Class single \$1 with cabin berth, \$2.00.

return \$3. " " " " " " 3.00.

Servants' passages must be paid for.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf at Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd August, 1906. [18]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenaue, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardsess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£39.—	£30.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 15th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 29th August.
YOKOHAMA & KOBE	PRINZ WALDEMAR	WEDNESDAY, 29th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Wongkong, 2nd August, 1906.

MELCHERS & CO.,

AGENTS. [19]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material are guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.

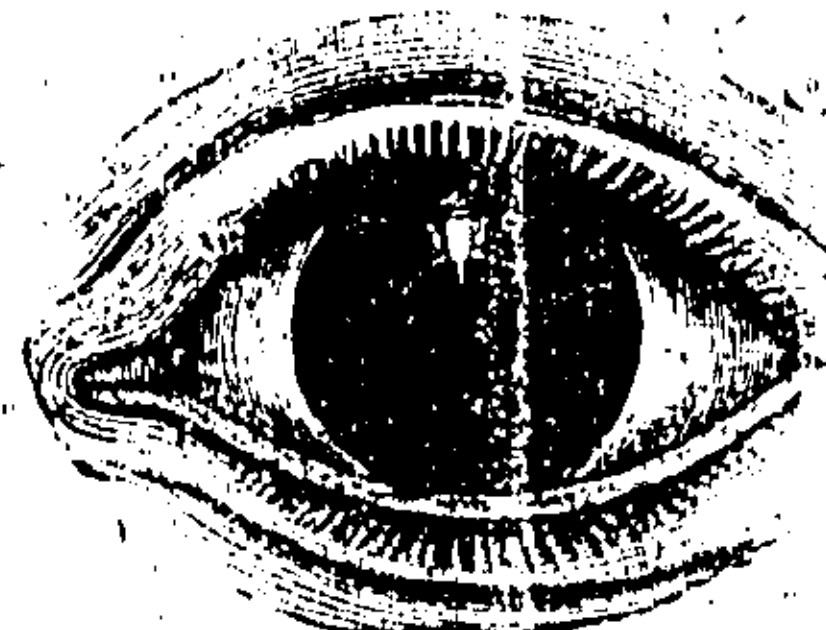
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 35 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from Hongkong to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 23rd December, 1905

[14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP	JAVA	First half August	JAPAN VIA SHANGHAI	First half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August
TJIMAH	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

YORK BUILDINGS, 1st Floor.

Hongkong, 30th July, 1906.

[11]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 60 pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904. [62]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS, AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1905. [65]

FOR SALE.

WELSCH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES,

SHADES, &c., &c.,

and INC

Announcements.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
D. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
E. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
F. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule 27.00
B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY.

- A. OLD PALE 20.00
B. SUPERIOR VERY OLD COGNAC 27.00
C. VERY OLD LIQUEUR COGNAC 33.00
D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
E. A VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.
All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS,
Hongkong, 25th July, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$20 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportionally.
The paper is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 4, 1906.

SOME CHINESE FIGURES.

Owing largely to the unfavourable weather which prevailed for a goodly portion of the year, and the unsettled condition of many districts due in some measure to the progress of the recent war, Chinese exports during 1905 fell considerably below those of the previous year in quantity and value. The total value of goods exported to foreign countries amounted to 227,886,197 Halkwan taels, a decrease of over eleven and a half million taels as compared with 1904. As usual, Hongkong gets the credit of being the chief importer of Chinese goods, although we are scarcely entitled to claim that we actually consumed or used all the imports. Last year, China exported goods to the Colony of 81,452,643 taels to the Colony; although that is a fairly respectable total, it was nearly five and a half million taels below the value of the exports sent in 1904, and nearly eight millions under the figures for 1903. But the record of Chinese products despatched to Hongkong gives but little idea where those goods eventually landed; when we turn to the detailed list of countries to which China sent her products direct some interesting figures are forthcoming. The principal customer of China is Japan (including Formosa) which took 33,464,963 taels' worth of goods, or about two and a half million taels' worth less than in 1904. It will be news to many that the United States comes third on the list of China's friends, in the commercial sense, for last year products were sent to the Republic to the value of 27,030,772 taels, a fraction under the figures

for 1904. Even France is a better customer from the Chinese point of view than Great Britain, the returns showing that France imported products from the Middle Kingdom to the extent of 8,872,233 taels, while Great Britain took 18,064,270 taels' worth of goods. To Italy the Chinese exported native articles to the amount of 8,170,304 taels, and the neighbouring Colony of Macao is worthy of a place in the heart of Chinese merchants for the became responsible for goods to the value of 4,833,693 taels. It is unnecessary to go into the other figures, except to note that the whole continent of Europe, excluding Russia, only contribute a trifle over 26 million taels to the pockets of Chinese merchants. The analysis of Chinese export trade in 1905, from which we take these figures, is published, of course, by authority of the Chinese Imperial Maritime Customs and at a first glance the volume is far from exhilarating. It is one mass of figures from beginning to end. If the compilers have occasionally to make an explanation they do so in the most laconic fashion. And it is only by dint of great enterprise and considerable application that the curious reader is led to delve into the interminable columns of statistics. However, there are one or two points which afford matter for speculation. For instance what became of the 119,000 piculs of fireworks, valued at over two and three-quarter million taels that entered Hongkong last year? The district of Kowloon, we learn, exported more than half the total quantity, manufactured for foreign consumption. Then, again, under the heading of "fish and fishery products" Great Britain appears as a customer to the extent of 42,904 taels. What did Great Britain do with practically 46,500 worth of Chinese fish? Hongkong imported medicines from China to the value of 1,875,835 taels, an increase, in round figures, of 14,000 taels as compared with 1904, and yet Hongkong is one of the healthiest spots under British rule, and in spite of all these medicines obstinately continues to be healthy. British India is China's best market for "real pearls" having acquired gems last year to the value of 16,381 taels out of a total of 125,975 taels. Hongkong, apparently, will have nothing to do with Chinese pearls; at any rate, there is no record of any having been sent to the Colony since 1902. It has been stated again and again that the people of Great Britain cannot appreciate the black tea of China. Will it be believed that Great Britain actually imported 252,841 piculs, valued at 5,210,073 taels, last year?—nearly half the total export of black tea by China. All Europe (outside Russia) only consumed 51,688 piculs—1,07,584 taels' worth. The United States alone exceeded that amount, the import for 1905 being 62,673 piculs, worth 1,251,884 taels, but that was a decrease of nearly a million taels as compared with 1904. Russia is a good friend to China so far as black tea is concerned, having taken about 120,000 piculs valued at over two million taels. America, however, prefers Chinese green tea, although Great Britain also shows a penchant for that delicacy. But Chinese tea dust finds no market in the old country; doubtless Ceylon and Assam provide that quality for the cup which cherishes, etc. On the whole, China's export trade although, as previously noted, it shows a slight diminution as against the aggregate value of the exports in 1904, continues steady and the analysis for last year may be considered a favourable augury for the present year.

THE BATTLE OF WEST POINT.

It is astonishing what people will do when their temper is roused. They will massacre each other over a question about a right-of-way, but who ever heard of a battle-royal over a right-of-water? There have been cases where blood has been spilt on the heights of Macgillivray's Reeks, and the Granianians are soaked with the red stream of martyrs who fought valiantly for their rights euphemistically described as "mountain dew," "barley breck," "usquebaugh" and other fanciful names. But to fight over a bucket of water seems ridiculous. Yet, the determination of the natives of Hongkong to be original at all hazards leads them into many strange places. To-day, there appears to have been a "battle royal," as our representative describes it, at West Point, the proposition being—Who has the best right to the water-tap? When we remember that the Director of Public-Works is quite certain that the Colony is being provided with an ample supply of water daily, we are apt to believe that the water-tap was dragged in like the proverbial red herring, with intent to deceive. At all events two gangs of Hongkong Hungtutes, one from Connaught Road and another from Des Vaux Road—the names seem to lend an air of distinction to the tale, as we would say the Wars of the Roses—met over the water-tap, and the battle of Stirling Bridge was eclipsed. The combatants seem to have forgotten all about the water the moment they met, or perhaps it was the unattainable water which caused evil humours to rise to their heads. Certainly there was no water in their veins, for they fought right lustily. The battle-cry on one side was "For home and for sui," while the other side yelled

"Hi-yah," and a large individual in blue kept up the chorus with intermittent shouts of "Spilpeen mavourneen, bedad," or words to that effect. It must have been an exciting scene when some of the antagonists clambered upon the roofs of houses and heaved flower-pots on friends and foes alike. Even the spectators, we are told, were afraid that somebody might be hurt, so that it must have been a marvellous imitation of the real thing. *En passant*, our correspondent at Canton notes the fact that the Tartar-General's troops have refused to serve with Viceroy Shum's army. Why not enlist a few of the bold, unflinching warriors of West Point and send them under cover to Viceroy Shum as a small token of our regard and esteem? They would never be missed; they would never be injured in a *pellet*, and they would frighten the pirates out of their senses. People who can fight like tigers for water would act like veritable demons on water. And so the battle waged now in favour of one side now in favour of the other. There was no Froissart present, and so we are not told whether any gentle knight flicked his lady's *bottine* in the face of a rival, but as the residents at West Point are still agog over the fight for the water-wagon it is to be assumed that there was no lack of the personal element in the fray. Of course, there was no proper conclusion to the uprising. The police authorities simply arrested everybody in sight—exactly a round dozen—and the magistrate imposed the usual fines. But how many other towns could boast of a community which would actually go to war over a water-tap? Decidedly Hongkong is advancing by leaps and bounds, but we have not reached the high-water mark yet.

LOCAL AND GENERAL.

No dog brought from Shanghai will be permitted to land in this Colony for a period of six months, from the 11th day of August, 1906.

LIEUT.-COL. C. L. Jostling, R.A.M.C., has been appointed a member of the Sanitary Board, in succession to Lieut.-Col. C. S. Sparkes, R.A.M.C., resigned.

RACIAL war has broken out again in the Caucasus between Armenians and the Tartars, the latter being accused of carrying off Armenian women.

THE new road, which runs from Harlech Road at High West Gap to the western extremity of Robinson Road at its junction with Conduit Road, is hereafter to be known as Halton Road.

WONG Kai-leung alias Wong Yuk-shu, a correspondence clerk in the Public Works Department, has been dismissed from his office as from the 28th ultimo for corrupt practices, and has been banished for five years.

IN a recent issue we announced that the steamship *Ghazee* had been detained at Suez in order that certain defects might be repaired. We are now informed by Messrs. Dodwell & Co., the local agents, that they have received a telegram stating that the *Ghazee* left Suez on the 1st inst.

FOR being in unlawful possession of a brand new coal bag, which it was suspected had been stolen from some man-of-war, a sampanman, who could not give a satisfactory explanation as to how he came in possession of it, was this morning, at the Police Court, fined \$15 by Mr. H. H. J. Gompertz.

AN interesting exhibition took place in what, some twenty-five years ago was known as Ye Old Dock. A quantity of the machinery which was then in use was exhibited and instead of having depreciated in value was found, when valued by experts, to have increased in value to the extent of about 20 per cent.—*Shanghai Sport and Gossip*.

A SAN FRANCISCO despatch of 28th ult. says—Dowry has been unsuccessful in his legal fight to regain control of the Zion City property. The Court holds that the community has the right to dispose him, although the title to the property was in his name. The receivership is in continuance, and the community can choose another leader.

TWO coolies were charged before Mr. H. H. J. Gompertz, at the instance of Inspector Collett, this morning, with being rogues and vagabonds, and having no visible means of subsistence. They were also charged with attempting, under false pretences, to collect money—alleged to be for a hospital—on board the s.s. *Paul Beau*, yesterday. The defendants, it was alleged, were in the habit of boarding such steamers and collecting funds for a bogus hospital said to be at Yau-tai-ai. The police heard of this and arrested them yesterday. According to the books seized it was seen that some very substantial amounts had been collected, but the men could not say where the hospital was to be found. The case was remanded.

THURSTON, the World's Wonderful Magician, had a great welcome from the Chinese when he appeared to mystify them at the Ko Shing Theatre last night. The big auditorium was crowded, a large number of Europeans also being present. And mystified they all were, apparently, especially the Chinese, to judge by their murmurs of astonishment at the successful performance of the remarkable feats with which Thurston undertook to entertain them. If the attendance last night may be taken as a criterion, then Thurston should have a successful time at the Chinese Theatre, for the "show" he puts up is certainly worth witnessing more than once, for it is unique, and such as has never previously visited these parts, and for that reason alone is worth all possible support if only *pour encourager les autres*.

A KIAOCHIAO message to the *Matin* reports that arrangements are being made for large exports of German beer brewed at that port to Manchuria via Newchwang.

A PRIVATE chair coolie, employed at No. 71, Mount Kellett, the Peak, gave Inspector Dymond plenty of "saucy" yesterday when told to "get a move on," with the result that he was run in. When Mr. F. A. Hazeland was finished with him this morning he left the Court 17 poorer.

THE police from No. 2 Police Station raided the servants' quarters of Headquarters Offices yesterday afternoon and arrested twelve men, who were caught gambling on the premises. The gang was placed before Mr. F. A. Hazeland this morning, when the leader was fined \$150, and the remainder \$5 each.

A GLANCE at our advertisement columns will show that there is no dearth of choice for an outing during the coming holiday. The *Hungshan* will be on the move between here and Afaao most of the time, the *Wing Chai* being not less energetic, while other boats are also offering innumerable by which to attract a share of the public patronage.

THROUGH the energy of the Harbour Department, the harbour is taking on quite a gay appearance, as the buoys marking the various moorings are receiving a new coat of paint (not before they wanted it), for the double purpose of preserving them, and making them more conspicuous and recognizable by those concerned.

AT seven o'clock this morning a Chinese woman, 80 years old, named Chan Tsz Chai, residing at No. 21, Wing Lee Street, while coming down the staircase of the house, tripped and fell to the bottom, sustaining serious injuries to her head. Friends immediately came to her assistance and she was removed to the Tung Wa Hospital, but owing to her old age the chances of her recovery are small.

MR. H. J. Gardiner, of Mr. O. D. Thomson's office, appeared on behalf of Po Pan Chan, a shopkeeper, carrying on business at No. 59, Hsin Road, Kowloon, and pleaded not guilty to a charge of attempting to dispose of a counterfeit twenty-cent piece, yesterday. It is reported that an Indian soldier went to the accused's firm to make a purchase. He paid the price of the goods, and accused on giving change was alleged to have "palmed" off the spurious coin. The case was adjourned.

A HAWKER, named Li Kun, appeared before Mr. H. H. J. Gompertz, this morning, at the instance of Inspector Ritchie, charged with stealing from the person of a woman, residing in Colahane Street, last evening, a gold ear-pick, valued at \$12. The woman was returning home last night, when, according to the report, defendant came up from behind, grabbed the ear-pick, which was in her hair, and bolted. The woman raised a hue and cry and the alleged thief was arrested after a short chase. The case was adjourned.

SHORTLY after noon yesterday, Cheung Yung, a rice coolie, residing at 47, Des Vaux Road West, was killed as a result of injuries he sustained in an accident. The deceased with others was employed in the Yuen Yuen rice godown, in Connaught Road West, removing bags of rice to a junk moored alongside the praya wall. The deceased was at the time of the accident engaged in removing bags, which were stacked sixteen high against a wall. He dug his hook into the top bag and was pulling it down gently, when the bag fell on him, landing on his chest. The man was removed to his house, but died immediately afterwards.

AT the instance of Constable Counsell, six owners of sampans were charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with approaching within thirty yards of the suspected ship *Copri* while at anchor in the quarantine anchorage. The defendants said that they were hailed by persons on board. His Worship held that they had no business to go to a vessel in quarantine. As there was no infectious disease on board the *Copri* he would discharge them with a warning not to repeat the offence again. Six others were also charged with going on board the ship without permission. The men said that they were called on board, but as they could show no written permission they were fined \$5 apiece.

THE first number of the *New Weekly*, to give it its temporary name, was issued from the office of the *China Mail* to-day. There can be no doubt there is room in Hongkong for a bright, lively and vivacious journal of the type aimed at by this publication. Vulgarity is conspicuous by its absence, and if the humor is rather forced at times that may be due to the restraint which residence in a severely commercial Colony imposes on the numerous Theodore Hooks, Sydney Smiths and Artemus Wards who are believed to abound here. The contents of the *New Weekly* are varied enough to suit a crabbed bachelor and a maiden aunt. Most astonishing of all, the illustrations are really good. Sir Matthew Nathan is the first of the "Men of the Time," and the artist has caught something of His Excellency's look, but if he had only shopped the Governor's expression when he presides at the Legislative Council and grimly listens to the bleating of the lambs who are afraid that the ratepayers will not be over-eager to praise their representatives should this that Bill pass, then we should have had the real thing. The jokes culled from a local *Punch* half a century ago are wonderful; did our predecessors actually laugh at them, or were they intended to drive our ancestors to drink? "Dolly" has a weird story, and there are items to interest the musically-inclined, sports, the ladies and, indeed, all sections. Scotsmen will pat themselves on the back when they read, Ian MacLaren's contribution. The *New Weekly*, if it maintains the standard of its first issue, should have a prosperous career.

FIGHTING TARTARS.

OBJECT TO DISCIPLINE AND DRILL.

[From Our Own Correspondent.]

Canton, 3rd August.

Some time ago, Viceroy Shum suggested to the Tartar General Sau Yun, that a section of the General's soldiers should be trained along with his own foreign-drilled troops. The suggestion was accepted, but the General's troops found it a great strain to be under the strict military laws of the Viceroy's corps. Consequently they deputed Messrs. Lau Shiu Ki, Tso Pui, Sit Wing Nin and Wong Chan In, members of their gentry, to proceed to Whampoa, interview the Viceroy with a view to obtaining permission to withdraw the section and allow the men to return and resume training under their Tartar General. This proposition was accepted by the Viceroy.

THE TEACHERS' STANDARD.

The *Yankee Shing Po* commented the other day on the fact that the members attending the classes at the Government night school for teachers, and who have qualified for the position of teachers, are not educated up to the required standard. As an outcome of this comment, the members of the school held a meeting at Wa Lam monastery, to decide what action should be taken against the paper for such an insult. However, they were made the butt of ridicule, for being so greatly concerned over such "trivial" matters.

H.M.S. "DIADDEM" IN COLLISION.

PARTICULARS OF THE ACCIDENT.

The *Japan Herald* of 25th ult. contained the following account of the collision between H.M.S. *Diadem* and a N.Y.K. steamer—A collision took place on the 2nd ult. between the British cruiser *Diadem* and the *Matsuyama Maru*, about thirty miles off Shioyama Bay, in Rikuzen province, in which the latter vessel sustained some damage. It appears that the *Matsuyama Maru* left Otaru on the 17th, and after calling at Hakodate and Oginohama, was navigating the coast of Rikuzen province on the 22nd, when she encountered thick fog. Shortly after, she described the *Diadem* and *King Alfred* on her port side, and the *Kent* and *Monmouth* on her starboard side, the fleet steaming from Yokohama to Hakodate. The steamer turned to the right to avoid a collision, which appeared inevitable. It was, however, too late, as the *Diadem* struck her on the starboard bulwark. In the collision some thirty feet of iron plates on the Japanese steamer were smashed, but no serious damage was done. Three boats were quickly despatched to the rescue by the *Kent*, and the extent of the damage was investigated. The *Matsuyama Maru* was able to continue her voyage to Yokohama, where she arrived on Monday afternoon.

JAPANESE COMMERCIAL DEVELOPMENT.

BARON KOMURA'S VIEWS ON POLITICAL ECONOMY.

Speaking at a dinner recently given in his honour by the Tokyo Economic Society, Baron Komura, the Ambassador at London, said there were many new industries awaiting attention, while older ones were equally in need of development. Japanese economic circles had entered upon a period of activity, presenting many questions of national importance for solution. The first of these would be the revision of the Customs Tariff, which was to come up for consideration in the near future. The subject involved in this question was not of such a simple nature as the mere decision of the question of the advantage of the two principles of Free Trade and Protection. In his opinion, the present position of Japan necessitated great expansion of trade abroad, which would not allow any policy to be pursued which had for its object only the protection of home industries. The question involved in the revision of the Customs Tariff would be how best to encourage the extension of Japanese industries at home and abroad.

The next question to be solved, continued the Baron, was how to make the Japanese Empire a great manufacturing country, as it was naturally destined to become. In the third place, there was a vast field in close proximity to Japan awaiting Japanese enterprise. In promising the owners equal opportunity in this field, the Japanese Government was prompted by its strong conviction that the Japanese were capable of holding their own in the international contest. It was of vital importance for them to study the manner of winning in that contest. The last matter to be attended to was the careful investigation of the financial and economic situation of the Empire. Some were inclined to advise the nation to observe some reserve in embarking upon business undertakings, after the bitter experience following the Japan-China War. It was, however, necessary to bear in mind that reserve often results in procrastination. There was a difference in the economic situations following the war of 1894-5 and the late war, and this question required the most careful study.

AT a meeting of about seventy prominent Osaka merchants at the Ganshokan, on 24th ult., it was resolved to establish a Manchurian Commerce Investigation Association. Messrs. Nishikawa, Okajima, and seven others were appointed members of the Organising Committee.

TWO hawkers, who are charged with the manslaughter of an earth coolie, at Yau-ma-tei, recently, were brought up on remand, at the Police Court, this morning. Mr. Otto Kong Siag appeared for the defendants and applied for another remand, on the ground that he wanted to see the men. Inspector Macdonald, of Yau-ma-tei Station, prosecuted. The remand was granted.

BATTLE ROYAL AT WEST POINT.

TWELVE BELLIGERENTS IN COURT.

There was a pitched battle between coolies at West Point this morning, but not much blood was shed; although, during the first few minutes of the scrap, things looked black. Water, dear, precious water, was the cause of the whole trouble. A certain party, residing at No. 99, Connaught Road West, was given exclusive permission by the owner of a godown to draw water from a tap at the back of his premises. This the members of the party did, and learning lately that outsiders were also drawing water from that particular tap, a subscription was raised and a box was made, which was put over the tap, and then locked with a key. Another party residing at 257 Des Vaux Road West, whose house is quite near the tap, where this water tap is situated, got to work this morning, and with the aid of tools, knocked the box from off the tap and started filling their buckets. This "high-handed" affair got to the ears of the party in Connaught Road, and, armed with bamboo-poles, and numbering about 20 strong, they marched down to the lane to give the intruders a lesson. The first thing the Connaught Road battalions did was to break up the buckets of the Des Vaux Road contingent and hostilities opened. Several of the Des Vaux Road men received stunning blows on the head with bamboo-poles. The fight got fast and furious and the lane was blocked with lookers-on. The Des Vaux Road men were not expecting a fight and as they were short of poles, some rushed to the roofs of houses and dropped flower-pots on the heads of their enemies below, making things lively. The men who were struck with the pots ascended to the roofs of the houses, where their opponents were stationed, and tussling restarted. Everything that was near at hand was made use of by the fighters and when the men got to close quarters it was feared by those on the street that some would fall off the verandahs. Happily, nothing of so serious a character occurred and the policemen, who heard of the riot, arrived on the scene to quell matters. The majority of the fighters cleared, but a few who remained to get in the last blow were "pinched." In all, six men from each side were arrested and removed to the Magistracy. They pleaded guilty before Mr. F. A. Hazeland, and were each fined \$3, and bound over in the sum of \$100 each to be of good conduct for six months.

A SAMPEMAN came before Mr. H. H. J. Gompertz, this morning, charged by Policeman Winter, with being in possession of a quantity of new rope which he could not account for satisfactorily. The defendant said that the rope was thrown overboard from a German man-of-war and he picked it up. His Worship held that men-of-war do not throw away new rope. If they did, as alleged by the accused, the one who threw it overboard was in league with the defendant, which was also an offence. A fine of \$25 was imposed by the Court.

FOLLOWING are the returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 31st July, 1906, as certified by the managers of the respective Banks.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$3,358,485	\$2,300,000
Hongkong and Shanghai Banking Corporation	1,278,944	8,500,000
National Bank of China, Limited	106,876	45,000
Total	\$4,744,305	\$10,845,000

A MAN named Robert Hasson, of Wyndham Street, evidently thought that Hongkong was in for a drought and hearing that the water authorities were not so liberal in doling out public water he took occasion last night to get very "wet." The result of his task was that Hasson was found incapable in a ricksha near the Central Market. A constable seeing his condition went to his assistance. The "wet" one on observing the uniform got obstreperous, saying that it was his intention of remaining there overnight. The officer heard there was such a thing as obstruction so he got hold of Hasson to remove him to safer, though less comfortable, quarters. Hasson stood up in the ricksha, and gave the officer a kick in the stomach, rendering him *hors de combat* for a while. He was arrested. This morning he pleaded guilty to both charges, and was fined \$3 by Mr. Gompertz for being drunk and disorderly, and \$10 for using his feet on the officer.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Sutlang*) 6th inst.
French (*Calcedonia*) 6th inst.
Canadian (*Empress of India*) 14th inst.
Indian (*Sutlang*) 16th inst.

The P. M. S. S. Co.'s s.s. *Manchuria* arrived at San Francisco on 2nd inst.

The Imperial German Mail s.s. *Zieten* which left here on 4th ult., arrived at Genoa on 3rd inst., at 6 a.m.

The N. Y. K. European Line s.s. *Dingo Maru* left Singapore for this port on 3rd inst., and is expected here on 9th inst.

The N. Y. K. Australian Line s.s. *Nikko Maru* left Manila for this port on 4th inst., and is expected here on 6th inst.

The P. & O. s.s. *Arabis* sailed from Moji on 4th inst., and will be due to arrive at this port on the afternoon of the 8th inst.

The Java-China-Japan Line s.s. *Tjiluwang* left Moji via Amoy for this port on 2nd inst., and may be expected here on 10th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* which left here on 31st ult., at 8 a.m., arrived at Shanghai on 2nd inst., at 8 p.m.

The S. N. K. s.s. *Shimano Maru*, sailed from Yokohama on 18th ult., was delivered at New York on the mornings of 1st, 2nd and 3rd inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 10 p.m., on 3rd inst., and left again at 5 p.m., on Saturday, for Nagasaki, where she is due to arrive at 8 a.m., on 6th inst.

TELEGRAMS.

[Reuters.]

Russia.

LONDON, 2nd August.

The revolutionaries have destroyed the bridge at the station at Rihimaski junction, between St. Petersburg and Helsinki, for the purpose of delaying the movements of troops.

Later.

It is officially stated in St. Petersburg that the Kronstadt mutineers have surrendered. Four officers were killed and three wounded in the fighting.

The mutiny at Saseborg has been finally crushed after battleships had poured a terrific fire into the forts.

The Transvaal Constitution.

The opinion of all sections in Johannesburg, Pretoria, and Bloemfontein, is favourable to the Transvaal constitution.

The Education Bill in the House of Lords.

The debate on the second reading of the Education Bill has opened in the House of Lords.

The speeches show that it is not intended to reject the measure.

Trade in Manchuria.

The Government understands that there are no longer any restrictions to the movements of foreign traders and merchandise in Manchuria.

A consular general has been appointed to Mukden, who, with the consul at Newchwang, will see that British traders receive equal treatment with other nations.

Kobe and Shanghai.

INTERESTING COMPARISONS BY MR. KAWASAKI.

THE INFLUENCE OF THE DREDGING OF THE WHAMPOA.

The *Kobe Shimbun* publishes the first part of an article by Mr. Kawasaki Yoshitaro on his recent visit to Shanghai and the Yangtze neighbourhood. It is to the following effect:—I have been in the habit of visiting Shanghai every year, and on this occasion I was away from Japan for about five months. In my opinion, the course of the Yangtze may be regarded as the treasure house of China, and Shanghai as the principal emporium of the great river. Indeed, foreigners sometimes call the foreign concession at Shanghai the London or Paris of the Orient because there are so few cities and harbours in the East which transcend it in wealth and importance. At any rate, I consider it certain that in ten years Shanghai's prosperity as a commercial port will entitle it to be called the New York, or Liverpool of the Orient. Great importance attaches to the work of improving the Whampoa, which after being the great problem at Shanghai for many years, is now to be carried out by the Chinese Government. Operations will be commenced during the next financial year and will extend over ten years at an expenditure of 25,000,000 taels. At present vessels of six thousand tons and over have to remain at Woosung, a distance of 15 miles. As the work is under the charge of an able Dutch engineer, who was formerly in the employ of the Japanese Home Department, and as it will be supervised by the authorities of the foreign concessions, we may be sure that it will be thoroughly carried out. As has been said, the whole undertaking is to be spread over ten years, but it will be possible to utilise the river bit by bit as the work proceeds. If Kobe remains as it now is, with an inadequate harbour, and port arrangements so defective that it takes from five to ten days to embark or land 5,000 tons of cargo there can be no possibility of its rivaling Shanghai. At present, Kobe is dealing with cargo for North China, but if the port is not substantially improved shippers may be expected to give Shanghai the preference. Indeed, if Kobe stays still I am sure that Shanghai, with its improved river, will get practically all the cargo. Even now, Shanghai is apparently absorbing a good deal of cargo for North China. The foreign trade of Shanghai for the last financial year amounted to 800,000,000 taels, while the foreign trade of the whole of Japan for the same period was 787,000,000. It may be seen from these figures how remarkable is the prosperity of Shanghai. When the Whampoa is dredged, it is safe to say that Shanghai will be a menace to the trade, not only of Kobe but of Japan unless an adequate improvement policy is adopted in this country also. The only reason why Mr. Harriman, the American railway and shipping magnate, when recently in the Orient, was disposed to give Kobe the preference over Shanghai was that the Whampoa is shallow and that large vessels cannot go up it. If the work on the Whampoa is properly completed, the situation will be quite changed, and Shanghai will be a port which we shall really have to fear. There has also to be borne in mind the naval importance of Shanghai. If there is any further trouble in the Far East it will be in China. At Shanghai, there are always many warships of the Powers. At any time over thirty warships can be seen on the Whampoa. The vessels repaired at the Shanghai docks last year numbered 376, from which fact it may be understood how busy is the shipping at that port. At Kobe, the number of vessels docked at the Kawasaki and Mitsubishi is only about 90 a year, only a quarter of the total at Shanghai.

COMMERCIAL SENSATION IN SINGAPORE.

AN ENGINEERING COMPANY'S BUSINESS.

The Singapore papers of the 28th ult. state that on the previous day information was sworn before Mr. Nathan, the Fourth Magistrate, for a warrant for the arrest of H. C. Hogan, formerly Chairman of Directors and Managing Director of Hogan and Company, Ltd., Singapore. Mr. O. F. Odell, of Messrs. Lyall and Evans, one of the liquidators, produced the books and papers relating to the prospectus and balance sheet, and alleged false statements in the former in order to induce people to subscribe for shares, and in the latter to show a dividend and deceive the shareholders. He said that Messrs. Hogan and Co., Ltd., went into liquidation on March 28th. Before the liquidation he was the auditor. He had gone through the accounts and examined the prospectus dated December 31, 1905. Mr. Hogan was the managing director. In the prospectus of the second company the profits of the first company were put at £17,014.65 from June 1st to Dec. 31st, 1900. After the liquidation he examined the accounts of the old company and found that this sum included £61,526.78 which is solely due to the inflating of the land value of the property belonging to the company, and should not have been included in the profits. Mr. Buchanan Smith's certificate in the prospectus, was dated Jan. 27, 1904. He also produced another certificate, which he said was a correct one. In the balance sheet for 1904 cash at the Hongkong Bank was put down at \$37,736.45. Of this \$3,000 was borrowed on Dec. 30th and repaid on Jan. 31st. The item plant put down at \$28,709.04 included \$17,000, which was fictitious. There was a statement in the books that to the plant value \$17,000 had been added. He had personally examined the schedule of the plant for 1904 and there was nothing to show that \$17,000 worth of plant had been added. On Jan. 30, Mr. Hogan was called in by the directors to make a schedule of the plant. This showed that under \$7,000 of plant had been added.

Mr. St. V. B. Down said he took shares in the second company about the 30th of May, 1904. He was induced to take shares by the prospectus, and also by a conversation Mr. Hogan had with him. He took twenty, \$100 fully paid up shares. He also took fifty shares for the Borneo Co., whose attorney he was. He still held these shares; so also did the Borneo Co. According to the balance sheet, there was nothing whatever to show that anything was wrong with the Company.

Mr. O. F. Odell produced the cash book of the firm. He alleged that the cash in hand in the balance sheet of the 31st of December, 1904, was not bona fide balance, but borrowed for the purpose of deceiving the shareholders. Mr. Odell said there were numerous other charges. The capital of the company amounted to \$3,000,000, and it had all been lost.

A warrant was granted. Bail was fixed at \$30,000.

Hogan and Company, Ltd., was floated on the 1st of January, 1904, and it absorbed the whole of the stock of the old company. The capital was doubled. For the first year, which ended on the 31st December, 1904, the directors declared a dividend. Later, however, the concern fell into difficulties and was obliged to pass into liquidation on the 23rd of March, this year. Messrs. P. T. Evans and O. F. Odell were appointed liquidators. The information laid before the Court is the result of investigations made into the accounts of the old and new companies.

It is expected that the proceedings, if Mr. Hogan is arrested, will cause much sensation in Singapore.

THE RE-FLOATING OF THE "NOVIK."

COMMANDER SAYAMA'S ACCOUNT OF THE OPERATIONS.

Commander Sayama, who had charge of the *Novik* salvage operations, has given some interesting details to the *Kokumin Shinbun*. He says, as we learn from a translation in the *Japan Mail*, that on the 27th of last September a violent storm destroyed in two hours all the labour which had nearly brought the cruiser to the surface. Operations were resumed on the 12th of June this year, and in exactly one month the vessel was floated, an unexpectedly rapid result. As to the amount of injury she has sustained, Commander Sayama does not feel justified in speaking, but he does say that she shows signs of having been very thoroughly wrecked by a torpedo or some other potent agent. Moreover, 8-inch shells fired from the *Chitose* and the *Tsushima* struck her deck, passed through it, and pierced her hull. There had not been any previous instance, he says, of a shell passing through an armoured deck and thereafter piercing the bottom of a vessel, and Japanese naval men are much astonished at the incident. Further, the Russians seem to have had plenty of time at their disposal when they sunk the ship, for they removed her armament and the principal parts of her machinery. Moreover, they employed workmen to smash the vessel inside and outside, their evident object being to inflict such injuries as would obviate all chance of her being repaired. It is true that she came to the surface on the 12th of July, but she sank again after that and had to be floated once more. The work of patching her up was perpetual. The plan is now to make her temporarily seaworthy and send her round to Yokosuka as soon as possible. After the middle of August very heavy seas are always encountered from Cape Notoro through the Soya Strait, and it would be perilous for a vessel in the *Novik's* condition to attempt the passage of the Strait at that season. Every effort will therefore be made, and work will be carried on all night, so as to hasten the repairs. It is plain from this account that the *Novik* must be in an extremely shattered condition, and whether she will be found worth repairing when she gets to Yokosuka is a problem.

COLONIAL OFFICE APPOINTMENTS.

WITH A GLANCE AT THE CROWN AGENTS.

Sir Augustus Hemming, who followed Sir Henry Blake as Governor of Jamaica, has done the Crown Colonies yeoman service in an article to the *Empire Review* on the Colonial Office and Crown Colonies, observes a contemporary. It is in two ways that he has shown himself most particularly useful by placing the matters he has dealt with before the public. He has pointed out to them the weak spot in our administration, which, we regret to say, is not only noticeable in respect to the Colonial Office but also most of the other departments—the self-sufficiency of the clerical staff at home and the certainty they possess of their own infallibility in affairs, that those engaged on the spot are far better qualified to judge. He has also drawn attention to that mysterious association at Whitehall Gardens—the Crown Agents—whom we have continually denounced for one reason, if for no other, as Sir Augustus has pointed out, that they reap huge commissions and never furnish any statement of account. The case is scandalous in its extreme, and it is to be hoped the present Liberal ministry—the Conservatives will never, we fear, be persuaded to inquire into the evil and correct it—will dig into the cavern and unearth the secrets. But to the article. In the Far East we have Crown Colonies, and attached to them are other considerable tracts of country. Of the Colonial Office, he states that he is strongly of opinion that the present system is productive of many evils, not the least of which is the fact that it fosters and encourages an intellectual arrogance among junior clerks leading them to despise and shirk the more humble, but none the less useful, part of their duties. The "cocksureness" of the rising race of civil servants is remarkable. "They seem never to have heard of the saying, that 'we are none of us infallible, not even the youngest.' The main suggestion that Sir Augustus makes by way of reform of present methods is that it would be greatly to the advantage of the Office, and of the Empire, if it were made a condition of appointment to the Colonial Office that each clerk, within two years of his joining, should be sent on temporary service to one or other of the colonies, in such capacity as the Secretary of State might decide. This might be either as a private secretary to the governor, or as an assistant colonial secretary, or in some similar post. If a difficulty as to pay arose, the matter might be adjusted by effecting an exchange and bringing home an officer from the colony to act as a clerk in the Colonial Office. The scheme would also be carried into higher circles. Thus in almost all tropical colonies, unless, like Hongkong and the Straits Settlements, they are too far off, the governor pays a visit to England on leave about once in every two years, while in West Africa leave is granted at shorter intervals. Under the proposed scheme a governor would obtain leave more frequently, but, instead of making holiday during the whole period, he would, at least for the greater part of his leave, be employed at the Colonial Office on the affairs of his colony, preparing legislation, considering schemes for industrial and commercial development, consulting with experts as to railways or harbour works (ahem!) and various other matters. He would have the advantage of being in direct personal communication with the Secretary of State and his advisers, so that on returning to his colony he would be in a position to proceed with his proposals without further correspondence. His period of service in any one colony would also be extended, and instead of the usual six years, he would rule the colony, either on the spot or in Downing Street, for eight or possibly ten years. The writer devotes the rest of his article to a discussion of the position of the Crown Agent for the Colonies, whose peculiar constitution has led to the belief that they are an anomaly. He states that there is in many of the colonies and in the minds of many of the higher Colonial officials, and frequently justifiable, dissatisfaction with the methods and operation of the Crown Agents. He objects that their emoluments are not known, and that they possess an extensive and valuable patronage, the appointment to all the clerkships in the apparatus of being entirely in their hands. No open competition, no examination by Civil Service Commission, is required, merely a nomination. "I find that on December 31, 1902, the 'Office Reserve Fund' of the Crown Agents amounted to something over £30,000, and this has no doubt since largely increased." This is no mean sum, and Sir Augustus contends that, in the interests both of the British public, and of the Colonies from which these large and increasing amounts are derived, there should be a strict and impartial inquiry into the management of the office. He thinks the colonies have the right to the fullest information on the subject. He has at least, as a few subjects that might well occupy the attention of the Secretary of State for the Colonies and, possibly, some of our Legislative Councils, here.

MORPHIA SEIZURE.

CONFISCATION ORDER GRANTED.

On the 23rd ult., Chief Excise Officer Hoggarth and a band of excise officers of the Opium Farm seized five cases of morphia, valued at £6,000, in godown No. 21, at Tsim-tsa-tsu. Notices calling for claimants, and giving the marks on the cases, were posted by Usher Fox. The following day Messrs. Wm. Shaw & Co. claimed one of the cases and after some settlement had been arrived at between them and the Opium Farm the morphia was delivered to them. The notices that were posted gave claimants one week to put in their claims and as the time has expired, Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, representing the Opium Farm, made an application before Mr. F. A. Hareland, this morning, at the Police Court, for the confiscation of the four cases, which have been unclaimed. The morphia is valued at about \$4,800. Usher Fox gave evidence as to the posting of the notices, and his Worship granted the confiscation order.

TANJONG PAGAR AWARD.

RAILWAY LAND AT 2½ DOLLARS A FOOT.

The following is the full text of the award in the Tanjong Pagar Arbitration. After reciting the powers and agreements as to the award the document by Viscount St. Aldwyn goes on to say:

I award and determine that the sum to be paid by the Government to the company as compensation for the taking over of the undertaking of the company shall be the sum of twenty-seven millions nine hundred and twenty-nine thousand one hundred and seventy-seven dollars, inclusive of the sum of three hundred and fifty-one thousand three hundred and fifty-four dollars 31 cents for nine hundred and seven thousand five hundred and thirty-two square feet of land taken for the extension of the railway to the docks as described in Schedule D of Messrs. Tomlinson and MacLaren's report of the 19th of November, 1905, but exclusive of the sums hereinafter awarded.

I award and determine that there shall be paid by the Government to the Company the sum of £220,100, in respect of the annuity voted by the Directors of the Company on Oct. 14, 1905, to Mr. Fraser, an officer of the Company, whose services were not required by Government and whose death occurred on March 25, 1906, and also the sum of £6,919.45 part of the sum of £8,374.73 voted by the Directors on the same date, as compensation to Messrs. Gulland, Cuthbertson, Finlayson, Mansfield and Currie, members of the Consulting Committee, whose services were not required by the Government.

I award and determine that there shall be paid by the Government to the Company as an allowance for cost of reinvestment the sum of \$18,937 being about one and a half per cent. on the amount awarded under item 1.

And pursuant to the said agreement of the 25th Oct. 1905 I award that the sum to be paid by the Government to the Company to cover costs, charges and expenses of liquidation of the Company from the date of my award shall be \$17,865.

The Court will be prepared on the application of the Government to order the taxation of the costs of the Company incurred in and incidental to arbitration under the Ordinance in accordance with the provisions of Section 21 of the Ordinance.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$8.00, Hongkong Fires \$220, China Fires \$90, H.K. C. and M. Steamboats \$27, China Sugars \$152, Raubs \$6, Cottons \$14, China Borneos \$8, China Providents \$6, Dairy Farms \$17, Tramways \$37, Tces \$23.6 ex div, Light and Powers \$10, Sellers:—Hongkong Banks \$850, Canton Insurances \$33, Shell Transports 27, Hongkong Docks \$153, Hongkong Lands \$111, West Points \$50, Hotels \$125, Cements \$23, Electric \$15, Ropes \$20, Watsons \$13.

Sales:—China Fires \$90, Raubs \$6, Humphreys Estate \$14, Dairy Farms \$17, China Light and Powers \$10.

Nominal:—National Bank \$47, Indo-China \$70, China and Manila \$11, Douglases \$47, Kowloon Wharfs \$106, Shanghai Docks \$12, 93, Hongkong Wharfs \$12, 230, Powells \$101.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadorie & Co. write on 3rd inst.:—The slight improvement in the local share market recorded in our last issue has continued throughout the week. A fair business has been put through and rates generally have ruled very steady with an upward tendency.

Banks.—Sales have taken place of Hongkong and Shanghai Banks in small lots at \$847, but at the close shares can be obtained at \$850. The London quotation is £92. Nationals have been negotiated at \$47.

Marine Insurances.—Cantons have depreciated to \$33 without sales and are offering at this price. North Chinas are also down to \$15.85, at which rate there are sellers. Unions are unchanged, but continue in demand at \$800. Sales are reported of Yangtzes in the North at \$175 closing with further sellers at quotation.

Fire Insurances.—Both stocks, under this heading have ruled very firm. China Fires

have advanced and were placed at \$90, while Hongkong Fires are wanted at the improved rate of \$120.

Shipping.—China and Manila have buyers at \$21. A few Douglases were sold at \$47. Hongkong, Canton and Macao Steamboats have been dealt in at \$272 closing steady. Indo-Chinas are quieter with sellers at \$70. The Shanghai Tugs are at \$15. Sales have been effected of Shanghai Tugs at \$15. 62 closing. firm with buyers at \$15. 61. The Preference shares are also asked for at \$15. 51. After offering at 275. 6d, Shell Transports have declined to 265. 6d, at which rate a fair lot of shares have changed hands. Taku Tugs are procurable at \$15. 45. The Company has declared an interim dividend of 4% = \$15. 2 per share. Star Peries are unaltered.

Refineries.—China Sugars have strengthened their position and have improved to \$151 at which rate shares are in demand. Luzons are steady at \$20. There are sellers of Perak Sugars at \$11. 100.

Mining.—In view of the good report of the recent crushing returns have jumped during the week to \$6. Shares have changed hands at between \$5 and \$6. There are buyers for large parcels for which a higher price would no doubt be paid, probably \$6.

Docks, Wharves and Godowns.—Hongkong & Whampoa Docks have ruled quiet and are to be had at \$153. Kowloon Wharves are without business and unchanged. Shanghai Docks have fluctuated during the week at between \$15. 91 and \$15. 92, closing firm at \$15. 92. Hongkong Wharfs are weaker and are on offer at \$15. 230.

Lands, Hotels and Buildings.—Hongkong Lands have been disposed of at \$111 at which rate more shares can be obtained. Kowloon lands are quoted at \$58 and West Points at \$50. Hongkong Hotels are neglected and without sales at \$125 at which price sellers predominate. Business has been done in Humphreys' Estates at \$114.

Cotton Mills.—All Cotton Mills remain very firm and are in strong demand. Ewos are in request at the enhanced rate of \$15. 77. Other Northern Mills are also wanted at quotations, viz:—Internationals, at \$15. 60, Lao Kung Mills at \$15. 75 and Soey Chees at \$15. 300. Hongkong Cottons fetched \$14.

Miscellaneous.—Green Island Cements are easier at \$13 ex new issue and the dividend paid to-day but there are probable buyers at \$12. Dairy Farms are in strong request and can be booked at \$17. China Borneos are firmer with buyers at \$8. China Providents have been dealt in at \$9 and China Light and Powers are fixed at \$10. Langkats have slightly declined to \$15. 223 but close firm.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2 1/2
Do demand 2 1/2
Do 4 months' sight 2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 15 1/2
Do demand 15 1/2
harg ai—Bank T.T. 10 1/2
Singapore T.T. 10 1/2
Japan—Bank T.T. 10 1/2
Yokohama T.T. 10 1/2

Buying.

months' sight L/C 2 1/2
5 months' sight L/C 2 1/2
6 days' sight San Francisco & New York 5 1/2
1 months' sight do 5 1/2
0 days' sight Sydney and Melbourne 2 1/2
4 months' sight France 2 1/2
5 months' sight 2 1/2
1 months' sight Germany 2 1/2
Bar Silver 2 1/2
Bank of England rate 3 1/2
Sovereign 0 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 4th at 11.45 a.m.—The barometer has risen considerably over China, and moderately in the Philippines.

Pressure is highest over the S. part of the China Sea, and lowest over the N. China. It exceeds the normal by about 0.1 inch over the Philippines and S. China, and is near the average over N. China.

Gradients continue slight over the China Sea, and light winds, chiefly southerly, are indicated over that area.

The Japanese returns are lacking this morning. Hongkong rainfall for the 74 hours ending at 10 a.m. to-day, 0.04 inch.

To-day's Advertisements.

WANTED.

A STEAMER for CHARTER or PURCHASE, state particulars and terms. "AGENT,"
C/o Hongkong Telegraph Office.
Hongkong, 4th August, 1906. [809]

WANTED.

A COMPRADE, with Good Security. Apply to—
"AGENT,"
C/o Hongkong Telegraph Office.
Hongkong, 4th August, 1906. [810]

HONGKONG GUN CLUB.

THE ANNUAL GENERAL MEETING will be held at the CLUB HOUSE, at 4 P.M., on SATURDAY, the 11th August, 1906.
L. A. M. JOHNSTON,
Hon. Secretary.
Hongkong, 4th August, 1906. [807]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SHANGHAI, MOJI, YOKOHAMA AND KOBE.

THE Steamship "EASTERN"

Captain Powell, will be despatched as above, on MONDAY, the 6th instant, at Noon, instead of as previously advertised.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th August, 1906. [800]

THE GREAT THURSTON, WORLD'S MASTER MAGICIAN, AND ENTIRE COMPANY, WILL GIVE SEVERAL PERFORMANCES

AT THE KO SHING THEATRE (QUEEN'S ROAD WEST).

TO-NIGHT (SATURDAY), August 4th.

PRICES:—Best Seats, \$2 and \$1; Back Seats 60 cents.

Tickets for reserved seats can be had at the New Connaught Hotel.

Hongkong, 4th August, 1906. [798]

Intimations.

THE

ROBINSON PIANO CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS PIANOS, ORGANS

AND

Every Description

OF

MUSICAL INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38]

TRY

"YEBISU"

THE

FAMOUS JAPANESE

BEER.

PURE PLEASANT ALATABLE.

Per Case 8 Dozen Pints

\$15.50.

Per Case 1 Dozen Pints

\$2.00.

H. PRICE & CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th July, 1906. [41]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

PORTN'GHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKEING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	5th August.
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	13th "
GLASGOW and LIVERPOOL	"CYCLOPS"	17th "
GLASGOW and LIVERPOOL	"HELLEROPHON"	21st "
GLASGOW and LIVERPOOL	"KINTUCK"	25th "
GLASGOW and LIVERPOOL	"TEENKAI"	29th "
GLASGOW and LIVERPOOL	"MACHAON"	31st September.
GLASGOW and LIVERPOOL	"MOYUNE"	5th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	21st "
GLASGOW and LIVERPOOL	"MENELAUS"	29th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMeward.		
FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	7th August.
GENOA, MARSEILLES & HULL	"ASTYANAX"	10th "
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th "
LIVERPOOL DIRECT	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
MARSEILLES, HAVRE & LIVERPOOL	"ACCNIOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMEDES"	11th September.
GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	25th "
HAVRE, ROTTERDAM & L'POOL	"CYCLOPS"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.
	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August.
	"STENTOR"	8th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	7th August.
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "
TIENTSIN	"HUICHOW"	10th "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

1 Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

1 Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 11th August, at Noon.
ROBI	2540	R. Almond	"	SATURDAY, 18th August, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th August, 1906.



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship "JOHN HARDIE".....10th August.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VUEX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUILLAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
* SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
* SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	23rd August.
* SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
* SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.

HOMeward.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

STEAMERS.	DESTINATIONS.	TO SAIL
ALESIA	HAVRE and HAMBURG. Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG. Via SINGAPORE, PENANG and COLOMBO	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG. Via SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA	HAVRE and HAMBURG. Via SINGAPORE, PENANG and COLOMBO	6th September.
* SCANDIA	NAPLES, HAVRE and HAMBURG. Via SINGAPORE, PENANG and COLOMBO	18th September.
* SENEGAMBIA	HAVRE and HAMBURG. Via SINGAPORE, PENANG and COLOMBO	2nd October.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washerman.

The "RHEANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAMBURG," s.s. "HOLNSTADT," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI AND CHINKIANG	10th August. Freight and Passengers.
DAPHNE	NAGASAKI AND VLADIVOSTOK	Beginning of September. Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 31st July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN	MAUSANG	SUNDAY, 5th August, Daylight.
SHANGHAI VIA SWATOW	WINGSANG	MONDAY, 6th August, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 10th August, 4 P.M.

1 Taking Cargo on through Bills of Lading to Kydat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

1 Taking Cargo on through Bills of Lading to Chefoo, Tiensin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

ORIENTAL PACIFIC LINE.
FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTAH" will be despatched for the above Ports, on or about the 7th instant.

S.S. "TONAWANDA" on or about 20th August.

For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 4th August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

PROPOSED sailings from HONGKONG

to CALLAO, IQUIQUE, via JAPAN

PORTS.

"KASADO MARU," 6,000 tons,

sails on FRIDAY, the 10th instant, at Noon,

instead of as previously advertised.

"GLENFARG," 4,000 tons,

sails on or about August 25th, at Noon.

(Date of sailing subject to alteration).

Taking freight also to other Western Coast

Ports of South America transhipping to the

Connecting Line.

The above steamers have splendid accom-

modation and are fitted throughout with Electric

Light. A duly qualified Surgeon is carried

on each boat.

For further information as to Freight and

Passage, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 2nd August, 1906.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI, YOKOHAMA
AND KOBE.

THE Steamship

"EASTERN,"

Captain Powell, will be despatched as above,

TO-MORROW, the 5th instant, at Daylight.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

M.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th August, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched as above,

on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

M.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd August, 1906.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A. S.

Watson & Co., Ltd., Firms and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

A WONDERFUL DISCOVERY.

This is a treasure of research and experiment, when

all nature, in its most perfect form, is brought

into the laboratory of science, and the results

of the analysis of the human body, and the

inflection of the mind, are brought into the

laboratory of science, and the results of the

analysis of the human body, and the inflection

of the mind, are brought into the laboratory

of science, and the results of the analysis of

the human body, and the inflection of the

mind, are brought into the laboratory of

science, and the results of the analysis of

the human body, and the inflection of the

mind, are brought into the laboratory of

science, and the results of the analysis of

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo:

From London, &c.

From Italy.

Optional Goods will be landed here unless

instructions are given to the contrary before

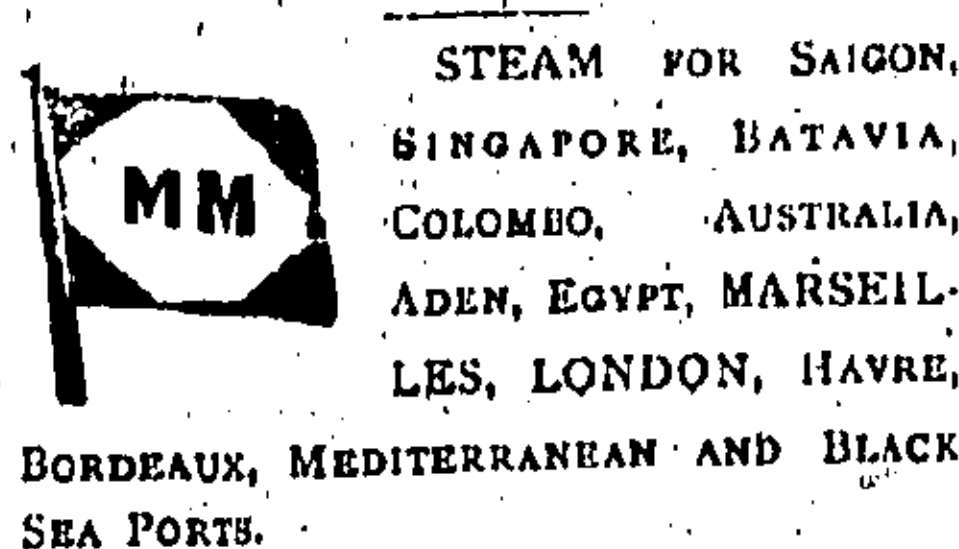
6 hours.

Goods not cleared by the 9th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLE,
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain Barillon, will be despatched for MARSEILLES on TUESDAY, the 7th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS* 11st August.
S.S. *CALEDONNIEN* 4th September.
S.S. *POLYNESIEN* 18th September.
S.S. *SALAZIE* 2nd October.
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th July, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON
(Through Bills of Lading issued for BATAVIA,
PRINCE OF WALES, COCHIN, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE "MOLEDAVIA"

Captain E. H. Gordon, carrying His Majesty's Mails, will be despatched from this port BOMBAY, on SATURDAY, the 11th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Moldavia*, due in London on the 23rd September.

Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Tremont</i>	9,606	T. W. Garlick.	22nd Aug.
<i>Pleides</i>	3,753	F. G. Purinton	15th Sept.
<i>Lyra</i>	4,417	G. V. Williams	29th Sept.
<i>Shawmut</i>	9,606	E. V. Roberts	24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 31st August, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"ATHOLL"..... 3rd September.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th July, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.	\$22.50
"	"	20.00
"	"	16.75
WHISKY, FINE MALT	"	20.00
"	"	12.50
JOHN WALKER & SONS' OLD HIGHLAND	"	10.50
"	"	10.50
C. F. & CO'S SPECIAL BLEND	"	20.00
PORT WINE, INVALIDS	"	13.75
"	"	20.00
DOURO	"	16.00
SHERRY, AMOROSO	"	40.50
"	"	
LA TORRE	"	
BENEDICTINE, D.O.M.	"	

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

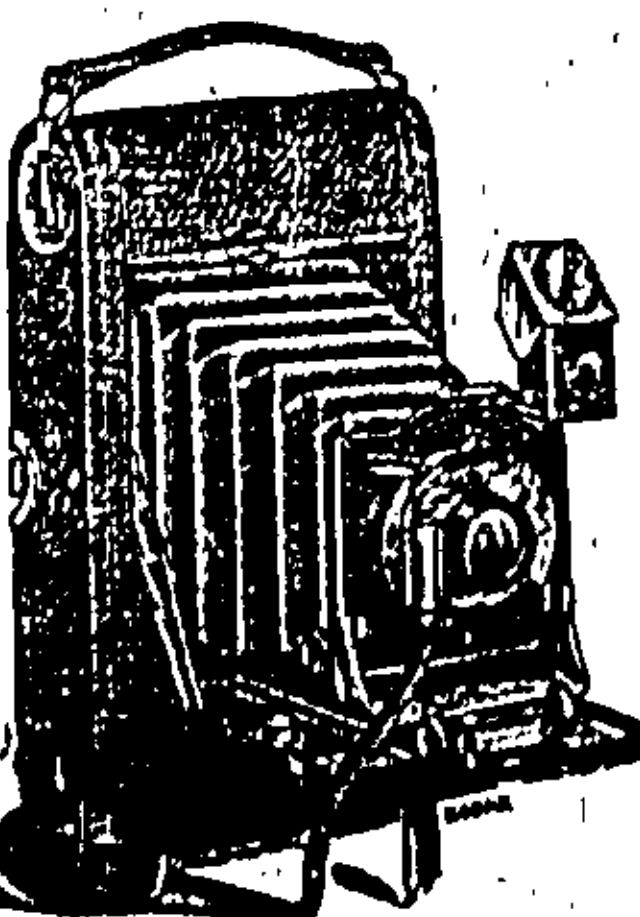
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
(Hongkong, 16th May, 1905)

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RI SERV.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$9,500,000 \$250,000 \$12,735 \$150,000 }	\$1,699,777	{ \$1 15/- div. and \$1 bonus @ ex. 2/9/15 \$26.87 for 2nd half-year 1905 }	1 1/2 %	{ \$850 sellers London 2/2 \$47 cum call an.
National Bank of China, Limited	49,925	£7	£6	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$74,099	\$2 (London 3/6) for 1905
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$211,146	\$20 for 1904	6 1/2 %	\$335
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$2,702,271	Interim div. of \$3 1/2 for 1905	4 1/2 %	\$800 sa. & b.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$50,234	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$344,018	\$6 for 1904	6 1/2 %	\$89 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$422,618	\$25 for 1904	7 1/2 %	\$320 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27 1/2 buyers
Indo-China Steam Navigation Company, Limited	70,000	£10	£10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	£24.2	10/- @ ex. 2/1 9/16 = \$1.60	6 1/2 %	\$70
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 3 1/2 for 1905	8 1/2 %	Tls. 61 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	£207,815	1/- (Coupon No. 6) for 1905	4 1/2 %	Tls. 51 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$12,957	\$1.50 for year ending 30.6.1906	3 1/2 %	\$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$40,914	Final of \$15 making \$25 for 1905	16 1/2 %	\$151 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Dr. \$132,388	\$3 for 1897	...	\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	£13,355	1/- (N.B. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	G. \$500,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
East Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	£4,873	No. 12 of 1/- = 48 cents	...	16 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	15,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106
Long and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$36,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$153
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 92 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 5,705	Final of Tls. 8 making Tls. 14 for 1905	6 %	Tls. 230 sellers
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	First year ended 30.6.1905	7 1/2 %	Tls. 102 sales
Star House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$14,516	\$2 1/2 for year ended 30.6.1905	13 1/2 %	\$18 sales
Central Stores, Limited	24,000	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	\$7 1/2 on \$7 1/2 for 1905	...	\$152 sales
Do. (Founders)	123	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$1619	\$5 for second half-year making \$10 for 1905	8 %	\$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$111
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 1,935	Final of 6 1/2 = 10 % for 1905	15 1/2 %	Tls. 16 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$4,690	Final of \$6 making \$10	10 %	\$100
Thompsons Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$5,070	80 cents for 1905	7 %	\$11 1/2 sales
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Hongkong Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 45,939	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 77 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$30,000	\$1 for the year ending 31.7.05.	7 %	\$14 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 100,000	3 % b/c 1898	...	Tls. 60 buyers
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	Tls. 8 for 1905	10 1/2 %	Tls. 75 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 18,456	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	\$7 for 1905	7 1/2 %	\$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	£814	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Monte & Co., Limited	1,200	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$19,000	\$3 for 1905	9 1/2 %	\$32
China-Hongkong Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Nil.	\$1 for 1904	...	\$18 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 5,000	Final of Tls. 5 making Tls. 10 for 1905	13 1/2 %	Tls. 75 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	60 cents for year ended 28.2.06	6 1/2 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,581	80 cents for 1905	9 %	\$9 sales and b.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$25,000	\$1.20 for year ending 31.7.1905	7 1/2 %	\$17 buyers
Green Island Cement Company, Limited	209,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$410,000	Int. div. of 75 cents for 1-year ended 30.6.06	7 1/2 %	{ \$23 ex new issue & div. sellers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$185,000	\$2 1/2 for year ending 28.2.06	11 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	{ 100 cents } for 10 months ending 28.2.06	8 %	\$15 sellers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$500,000	\$15 for year ending 30.11.1905	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$80,000	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236 t. ex div.
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$5,770	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterbury Company, Limited	15,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$2,500	Final of 50 cents making \$1 for the year	11 %	\$9
Maatschappij tot Mijn- en Landbouwer- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	{ Tls. 547,500 Tls. 27,003 }	second interim div. of Tls. 7 1/2 making Tls. 15 10 for a/c yr. ended 31.10.06	10 %	Tls. 222 1/2 buyer
Philippine Company, Limited	67,500	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 165,000	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 126 1/2 ex div.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 45,000	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 37,000	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 145 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 24,820 Tls. 25,000	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200 6,000 20,000 }	{ £20 £20 £25 £5 }	{ £20 £20 £25 £5 }	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	{ Tls. 190,000 Tls. 190,000 Tls. 190,000 Tls. 190,000 Tls. 190,000 }	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1905 None 50 cents for year ended 31.5.05 }	{ 8 1/2 % }	{ Tls. 360 ex div. Tls. 278 ex div. \$20 \$60 }
South China Morning Post, Limited	7,200	£20	£20	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	{ 70 cents } for year ended 31.5.1906	5 1/2 %	\$9
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 4,000	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$25,000	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
Do. (Founders)	100	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$300,000	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$4,500	Interim div. of 5		